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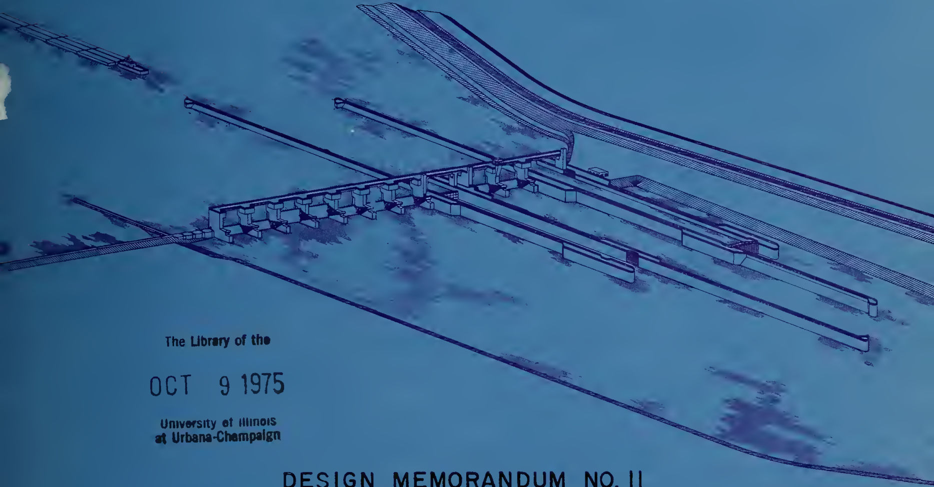
LOCKS AND DAM NO. 26
(REPLACEMENT)

UPPER MISSISSIPPI RIVER BASIN
MISSISSIPPI RIVER – ALTON ILLINOIS
MISSOURI AND ILLINOIS



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DESIGN MEMORANDUM NO. 11
FORMULATION EVALUATION REPORT

VOLUME 3
APPENDICES I AND J

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LOCKS AND DAM NO. 26 (REPLACEMENT)
UPPER MISSISSIPPI RIVER BASIN
MISSISSIPPI RIVER - ALTON, ILLINOIS

DESIGN MEMORANDUM NO. 11

FORMULATION EVALUATION REPORT

VOLUME III

APPENDIX I . . . . RATE ANALYSIS

APPENDIX J . . . . TRANSPORTATION COST ANALYSIS

APPENDIX I

RATE ANALYSIS

APPENDIX I

A. Introduction

B. Sampling Procedure

C. Donley Report

D. Discussion of Rate Analysis

E. Rail Rate Validation, Tennessee Valley Authority

F. Rate Changes Effecting Rate Differentials

APPENDIX I

RATE ANALYSIS

A. Introduction

1. Public Law 89-670 states: "The primary direct navigation benefits of a water resource project are defined as the product of the savings to shippers using the waterway and the estimated traffic that would use the waterways." This position is reiterated in the Principles and Standards of 1973.

2. To calculate these benefits, rates for various modes for a sample of 231 movements of the 1972 traffic through Locks and Dam 26 were obtained from Charles Donley and Associates. Rate analysis sheets and information relevant to this study are contained in this Appendix.

3. Following the rate analysis sheets provided by Charles Donley and Associates is a discussion of the final rate sheets and values used in benefit computations. Also included are the comments on the validity of the rail rates as checked by the Tennessee Valley Authority.

B. Commodity Sample Procedure

1. A sample of commodities moving on the waterway was taken in 1964. Rates were established for each of the items contained in the sample. This sample served as baseline data for mathematical evaluations aimed at determining the sample for 1972 commodity movements.

2. The old sample was stratified by 47 commodity types. The stratified data was evaluated using the mathematical procedures specified in Chapter 5, "Sampling Techniques," W. G. Cochran, Wiley Publication, May 1959. The purpose of the analysis was to determine (1) how many items should be sampled from each commodity; (2) how many total samples should be taken. The objective was to obtain a sample mean which would have a smaller standard deviation than that obtained in the first sample. The procedure of Chapter 5 results in identification of a sample size (by commodity) which should minimize the standard deviation for each commodity. This would result

in a minimal standard deviation for the entire sample. The "idealized" sample thus obtained was evaluated to determine the "knee" of the curve resulting from cross-plotting sample variance and sample size. The result was a recommended sample of 200 items for the new sample.

3. Actual choice of particular movements for inclusion in the new sample utilized the following decision values.

-- Commodities were to be aggregated into nine classes from forty-seven. The nine classes are displayed in Table VI-B-1.

-- The sample must reflect the origin-destination (O-D) actually experienced by the aggregated commodities.

-- If more than one O-D occurred for a particular commodity class (grain for example) the commodity sample would be assigned to the O-D matrix based on the distribution of actual commodity shipments among the different O-Ds.

-- Actual selection would be at random within a particular commodity O-D given the following conditions. The entire range of shipments (tonnage) must be represented in the sample. Secondly, the sample tonnage must be evenly spaced throughout the range of actual tonnage shipped. In effect, a sample of one small tonnage shipment and ten large tonnage shipments within a particular commodity O-D is unacceptable (example only).

The decision rules resulted in an increase from 200 to 231 items for the new sample.

C. DONLEY REPORT WITH ATTACHMENT

VOLUME I

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I

FORMAT OF REPORT

This report consists of two volumes, Volume I, "BASIC REPORT", and Volume II, "INDIVIDUAL COMMODITIES FREIGHT RATE ANALYSES". The real substance, facts, and statistical data are found in Volume II which embraces 231 individual commodity sheets and 39 supplemental individual commodity sheets, the latter discussed in more detail in Section IX. The sheets identify commodity movements that passed through Locks No. 26 on the Mississippi River at Alton, Illinois during 1972 and include all underlying details of the movements, such as the origin, destination, total tonnage, river and rail mileages, and off-river origin and/or destionation (where appropriate).

Each individual commodity sheet also includes specifically stated actual or estimated water, rail, pipeline and/or truck rates, and terminal charges (where appropriate), plus the totals where two or more rate or cost factors are involved. Included also on each page are pertinent remarks concerning any extraordinary characteristics of the movement and of the rates used and tariff references, including the name of the carrier and/or publishing agency, and the regulatory agency identification number.

Volume I is a narrative explanation of the purpose of the study, its scope and methodology, the principles followed, and judgments exercised. Also explained are the methods of data collection, standards relied upon, and definitions supporting judgments or assumptions.

The "Index of Commodity Movements" found on the concluding pages of Volume I is intended to serve as a guide to the orderly arrangement of individual commodity sheets in Volume II, and shows the page number in Volume II where the facts or details of each movement can be found. Any page references in the narrative, Volume I, are to pages in Volume II.

II

OBJECTIVES OF THE STUDY

As the report title implies, the study is a detailed origin-destination rate analysis of commodity movements that passed through Locks No. 26 on the Mississippi River at Alton, Illinois. The 231 movements selected by the Contracting Officer were among the many inland waterways movements that were locked through Locks No. 26 during 1972. The basic objective of the study is to provide transportation rate data on a sampling of 1972 movements for use in the economic evaluation of replacement of a navigation structure on the Mississippi River, specifically Locks and Dam No. 26.

It is obvious that a specific study of every movement through Locks No. 26 would neither be practicable nor feasible. The Contracting Officer, therefore, selected the 231 movements according to his sampling techniques. The Contracting Officer furnished a listing of the 231 movements and provided relevant data needed to progress the study.

For the majority of the movements, the commodity identification was adequate. For other movements, it was necessary during the field studies for us to probe much deeper for actual commodity identification so that correct freight rates could be determined. Representative of commodities in this category were Industrial Chemicals, Non-Metallic Minerals and Iron and Steel Products.

In addition to the line haul rates, the contract called for all transfer and switching rates or charges applicable to loading and unloading of commodities at origin, destination and interchange points, for the prevailing barge or water movement and for the alternative transportation modes, including barge, rail, pipeline and truck. An exception was made in connection with the analysis of grain movements due to the obvious multiplicity of small country grain storage facilities from which the railroads and riverside elevators receive the grain since it is uneconomical to define all lines of feeder haul and corresponding proportional rates.

III

SCOPE OF STUDY

By noting the Index of Commodity Movements and/or the individual commodity sheets that are found in Volume II, the movements selected for study by the Contracting Officer include many commodities which moved in volume quantities, ranging from 536 tons annually in the case of Castings and Forgings from South Chicago, Illinois to Granite City, Illinois (Page 171) to 453,967 tons annually in the case of Inedible Molasses from Ste. Genevieve, Missouri to Calumet Harbor, Illinois (Page 223). It can be observed also that the movements selected for the study involved relatively short, medium and long-haul barge or river traffic. The movements originated at or were destined to ports or terminals on the Upper and Lower Mississippi River, the Illinois River, the Ohio River, the Missouri River, the Tennessee River, the Green River and the Cumberland River and on the Intercoastal Waterway and the Gulf of Mexico.

It seems pertinent to mention that this particular study of commodity movements which passed through Locks No. 26 during 1972 is a smaller version of a similar study made in 1967-1968 on commodity movements that passed through Locks No. 26 during 1964.

The earlier study covered 625 commodities falling into 48 commodity groups. By comparison this current study, as can be noted in the Index of Commodity Movements, covered 231 commodities in 44 groups.

Although a specific check was not made, a number of the individual commodity movements undoubtedly will be found in both studies.

Our contracts with the Corps of Engineers covering these studies gave us the responsibility of determining the transportation costs of the barge or water movement as well as the transportation costs for movement via alternate modes of transportation. Our contract for this study did not include the measurement or determination of the cost advantage or disadvantage of movement via alternate routes as compared with movement via barge.

Accountably, there is a marked similarity in the objectives, format, scope, and methodology of the two studies and reports.

IV

PROCEDURES FOLLOWED IN THE STUDY

Following initial agreements with the Contracting Officer, our first step was to draw, from the listing, necessary data for the 231 commodity movement rate analysis work sheets. Collation of these sheets revealed the most significant commodity groups and dictated to a large extent the industries and geographic areas which should be the object of the initial field studies. Contemporaneously, we submitted to the Contracting Officer for his approval prototype rate analysis sheets containing all necessary data entries, and upon approval of this sheet were able to proceed with the preparation of the 231 work sheets and individual commodity sheets as found in Volume II.

It was readily apparent that the greatest number of commodity movements would be in the Grain, Petroleum, and Coal areas and the field work in these basic commodities was begun immediately.

Contacts were made as follows:

1. As to Coal, at Chicago and in the Minneapolis-St. Paul area where most of the coal moved through Locks No. 26, is consumed by electric power generating stations; and at St. Louis, Huntington, and Pittsburgh, where the mining and the actual marketing of Coal is controlled.
2. As to Petroleum Products, in the Minneapolis-St. Paul area, at Chicago and at points in Texas where most of the use and production is controlled.
3. As to Grain, at Minneapolis-St. Paul, Chicago and St. Louis and at other points in Illinois where most

decisions are made.

4. With regulated barge lines, having headquarters at Pittsburgh, Jeffersonville, St. Louis, and Chicago.

5. At river terminal transfer facilities along the waterways.

6. With pipeline companies based primarily in Texas and Oklahoma.

We were able to make use of carefully selected skilled transportation specialists who possess intimate knowledge of the marketing, transportation and handling aspects of the major commodity groups (Grain, Coal, Petroleum Products, and Chemicals) as well as specialists associated with the other commodities or commodity groups. The data from these specialists was verified on a "spot" basis to insure accuracy.

If any particular area of information were to be termed the most difficult to obtain, it would be the identification of contract or exempt barge rates in many cases, and in fewer cases, the identification of particular commodities. We believe a sufficient number of contacts or inquiries were made so as to eliminate any insignificant inconsistencies.

For many commodity movements, in fact in some instances for entire commodity groups, alternate rates via rail routes had to be constructed since useable and realistic rates are not published in tariffs.

While construction of rates can be difficult and time-consuming, we believe that the problems were overcome. In every case where unrealistically high rates were encountered, we were able to construct lower rates based on existing or published rates or scale of rates for movement of any particular commodity within reasonably the same territorial range. It must be recognized that freight rates cannot be constructed or projected with an absolute guarantee of accuracy. By applying our expertise and knowledge as to how rates are constructed by use of recognized and acceptable formulas and relationships, we believe the constructed rates will stand any reasonable test.

While our projected rail rate levels may be challenged or questions raised as to why lower rail rates were not projected for movements via alternate routes including all-rail, rail-barge, or rail-barge-rail routes, the rates were projected on or related to published tariff rates in effect at the time the study began on the same commodities within the same rate-making territories.

Indeed, we found it strange that the railroads had not published rates that were lower and more competitive with rates for barge movements on many of the commodities, regardless of whether the barge rates were published or contracted for. For this reason, we believe any challenges of the projected or constructed rates that would apply absent barge competition, i.e., if Locks No. 26 were to pass out of existence, would be speculative and not based on sound rate-making principles or on current rate-making practices.

Without water or barge competition, there would be little reason or incentive for the railroads to publish rates lower than those we have constructed in order to gain a particular segment of traffic when the railroads undoubtedly would receive that traffic under present or our constructed rates. This follows the historical pattern, more prevalent in recent years, wherein the railroads have shown considerable reluctance to publish reduced rates where no compelling element of competition exists.

Generally, when there is a strong desire to meet water competition, the railroads have established, and the Interstate Commerce Commission has allowed, rail rates to become effective which reflect 110% of the total barge cost including line-haul rates and all loading, unloading and other accessorial or incidental charges.

V

JUDGMENTS AND ASSUMPTIONS

In studying a large block of waterways commerce, and when comparing the costs thereof with costs of alternate modes of transportation, certain judgments and assumptions inevitably must be made. One very broad assumption was initially agreed upon, namely, that the same origins and destinations were to be used in calculating the costs via the alternative modes of transportation. To have digressed into a study of alternate origins or destinations would have required that the study be an economic exercise of impossible complexity and probably beyond the needs of Contracting Officer, time considered. Notwithstanding the foregoing, it was possible at times to establish or determine with some degree of certainty the off-river origin or destination of a commodity movement. When this was done, the movement was rated from or to the off-river origin or destination.

A number of other narrower and more technical judgments and assumptions had to be made. In the interest of simplicity, we have cataloged these into two groups: (1) those involving commercial judgments or assumptions, and (2) those involving the rate and traffic judgments and assumptions.

It is difficult to place these judgments and assumptions in any particular order of significance; they are listed hereinafter by the two groupings above described:

COMMERCIAL JUDGMENTS AND ASSUMPTIONS

A. When barges are loaded at origin and or unloaded at destination on the industrial properties where the commodities originate or terminate, no cost was assigned to the loading or unloading of barges on the grounds that this cost would be on the average no more nor less than the cost for loading or unloading the same commodity to or from railroad cars or trucks. This also applies to transfers of liquid commodities between barges and pipelines.

B. With the exception of grain, the majority of the movements studied did in fact originate, or can logically be assumed to have originated, at or adjacent to the point of loading on barge. Similarly, the great majority of movements, including grain, did in fact terminate, or are assumed to have terminated, at the destination dock. We were able in most cases to determine by identification of the receiver or receiving point whether or not the movements actually came to rest for all practical purposes at or adjacent to the destination dock. By the same means, we were able to identify movements that obviously originated and/or terminated at an inland point some distance from the rivers.

We have, therefore, assumed that unless noted otherwise on an individual commodity sheet, or otherwise referred to in the narrative, the actual origin and destination of the movement was the point at which the barge movement originated and terminated.

C. Elaborating further on "B" above, not every water movement studied was based on actual origin and final destination at the waterside. This factor is explained hereinafter by commodities or commodity groups.

(1) GRAIN --- Obviously little grain is grown adjacent to grain elevators on the river banks. Land transportation is mandatory from the inland growing areas. To a lesser extent, the same is true of grain moved by rail from the collecting elevators.

We have developed during our field contacts that the preponderance of the grain moved by river through Locks No. 26 is transported from the farms to the river terminal via truck, exempt from regulation. Transportation costs from farm to elevator, frequently referred to as "gathering" costs, were omitted from consideration in this study because the cost would be the same or nearly so whether or not the movement from the elevator was by barge or rail. Little grain moves to elevators located more than 25 miles from the growing area.

Transportation costs for hauls of this distance would not vary significantly whether the actual distance of movement was 20, 25 or 30 miles. Finally, these incidental gathering costs are often borne by the purchaser of the grain. In other words, the grain is bought on a fully delivered basis.

On the other hand, the termination points of the grain are predominately the final destinations from a standpoint of transportation costs. In most cases, the destinations are grain elevators from which the grain is distributed locally, exported via deep-water vessels, or moved to closely adjacent flour or milling facilities. In other words, the identity of the grain is lost once it is taken out of the transportation vehicle and placed into the terminal elevator facility.

(2) COAL --- Coal movements studied represent a mixture of movements originating from river mines (Pages 60, 65 and 67) and movements originating at inland mines where rail movement is necessary to reach the transloading facility on the rivers (Pages 56, 63, and 66). In each case where the movement originated at an inland mine, the railroad rate to the river is shown. Where the dumping charge is not included in the rate, it is separately stated on the individual commodity.

The greatest portion of the coal is terminated at electric power stations located on the waterways where it is directly consumed. No cost is assigned to off-loading the barges since the power company would incur a similar offsetting cost had the coal moved by rail.

(3) PETROLEUM --- Petroleum must be treated in a similar fashion. For example, gasoline is seldom consumed at the river bank. It must be distributed primarily by truck in local delivery systems. Local petroleum terminals no matter where they are located distribute gasoline by peddle-type tank vehicles. Since the cost of local distribution would be incurred no matter how the gasoline arrived at the terminal, rail or water, no costs beyond the storage terminals are included in the study. Even if an attempt were made to include them, the complexity of gasoline distribution system would frustrate any rational cost assignment.

Fuel oils follow the same patterns and, although some fuel oils might be consumed at waterside by large industries, the majority of the tonnage is for heating purposes and moves in petroleum company tank truck distribution systems in a fashion similar to gasoline. In the case of petroleum asphalt, all of which originates at river bank refineries, the destinations are the storage tanks at the river destinations with only local distribution beyond. The local distribution cost would be incurred whether the asphalt moved to the storage tanks by water or by rail. The same is true of the other miscellaneous petroleum products.

(4) SALT --- This is ice control salt and for transportation purposes must be considered to terminate at the destination river terminal. At the destination terminal the material loses its identity because it is trucked, often in state or municipal highway

department vehicles, to numerous stock-piles or storage facilities for use in season. It is significant to note that the railroads publish low multiple car incentive rates from the salt origins to consuming destinations or municipalities, obviously to meet water competition. Since the multiple car rail movements are terminated at some large storage facility from which the salt would be trucked to point of ultimate use, any ex-river transportation costs would be offset by the additional costs incurred on rail movements.

(5) PHOSPHATE ROCK AND SUPERPHOSPHATE --- Most of the rock originates in the pebble district in the Bartow, Florida area. All of the river-oriented movements are transported by rail to the Port of Tampa, Florida. At Tampa, the material is loaded into integrated tows that move through to ultimate river destinations. Our studies include the rail rates to Tampa and the through barge rates to terminals on the inland waterways. At destination terminals, the phosphate rock moves into fertilizer factories and loses its identity. The superphosphate moves to river terminal distribution points to be further distributed to farms as fertilizer, usually in private motor carrier equipment.

(6) INDUSTRIAL CHEMICALS --- It is the general practice in the chemical industry to inventory some of its products at terminals located various distances from their production facilities. This eliminates the building of additional storage tanks at the production units, provides faster delivery service to customers, and allows the company to take maximum advantage of low cost water transportation. Public terminals are most frequently utilized because of their diversity of personnel and operations as well as cost advantages. The integrity of the chemicals are maintained by using tanks similar to the tanks that are constructed at the producing plants, i.e., special linings, alloys, pressure tanks, etc.

The transfer of liquid cargoes between barges and terminals presents little difficulty, either with respect to speed or volume of transfer. Expertly trained personnel are required for loading and discharging many of the liquid chemical products because they are in many cases, corrosive, flammable, toxic, poisonous or moved at elevated or reduced temperatures. Here, again, the costs of loading and unloading barges should not be significantly different, whether higher or lower than the costs incurred on rail movements.

RATE AND TRAFFIC JUDGMENTS AND ASSUMPTIONS

Explanations of judgments and assumptions in the rate and traffic area are also difficult to present in any order of significance. However, the preferable format appears to be to discuss first rate and traffic matters bearing upon the largest volume movements, followed by comments on broad and basic rate factors such as contract barge rates, and general assumptions having to do with construction of rates where no rates are published.

The most significant volume movements studied were, in order, grain, coal, petroleum products, and chemicals.

(A) Grain --- Initially recognized in the contract was the problem of obtaining realistic freight rates and costs for movement of grain on the rivers and from the farms to the river terminals. Personal contacts were established with several of the large grain traders and with a traffic consultant to the grain industry.

Few rates are actually obtained from these sources because of the time and expense that would be incurred in recovering information two or three years old. Most of the rate information on the grain movements was, therefore, obtained from the several barge lines that concentrate on grain transportation as well as other dry bulk barge lines. The rates obtained from these sources on any one movement were averaged and the "average" rate was used in the study to denote the cost of barge movement. Most of our sources indicate that the grain that moved in 1972 moved under long term contract rates or single shipment quotations whether higher or lower than the published rates prevailing at that time.

In addition to the treatment of the "gathering" costs discussed previously, other assumptions or judgments had to be made in connection with the transportation cost study for the grain movements. First, our contacts revealed that the cost of transferring the grain from the elevators to barge was approximately 2¼¢ per bushel. The cost of transferring to a rail car is slightly higher. This, we were told, was due primarily to the frequent interruptions in the loading cycle as the rail cars were shifted in and out of the loading position. Nevertheless, we chose to omit these costs (gathering, elevating, transferring or loading) from the study in the case of both rail and barge movements.

In making our calculations, we were aware that the gathering cost of trucking to rail elevators is usually lower on the average than the cost to river elevators (because of shorter average distance). However, in the ultimate trading, a realistic view would be that this is not a real cost advantage that should accrue to rail movements outbound from the elevator. The higher cost of trucking the greater average distances to river terminals is usually offset, or more than offset, by the higher price paid for grain at a river terminal elevator versus an inland rail country elevator. This is caused by the fact that with barge rates generally being lower than rail rates for like movements, the grain buyer at the river terminal elevator can afford to pay the farmer or grower more for the grain than can the trader at the rail country elevator.

For existing and constructed rates on the grain movements, we utilized the latest of concepts in rail rate making, taking into consideration single car rates, multiple car rates and unit train rates, all subject to varying minimum weights per car and per shipment. The result was that the multiple car rates were used more frequently and were subject to aggregates ranging from 275 net tons per shipment to 23,125 net tons in not more than 5 movements.

(B) Coal and Lignite --- Under the heading commercial judgments and assumptions, we have previously described the physical differences between "river" mines and "rail" mines and see no need to treat the matter further.

Fourteen movements of coal were studied (Pages 54 through 67), the majority of which terminated at electric power stations on the rivers.

Almost all of the barge movements were under contract rates which were obtained primarily from barge lines, who in some instances allowed us to view the actual contracts for transportation. This is highly confidential trade information and should under no circumstances be disclosed to outsiders.

As with grain, we obtained the contract rates from more than one source on any particular movement. These were averaged and the "average" rate used in the individual studies.

The rates for alternate movement via railroad, should Locks No. 26 not be available, are premised on several bases:

(1) Where necessary, rates on the largest movements were projected on the basis of rail annual volume coal rates existing today in rail tariffs, but not applying between the actual origins and destinations of the movements under study. For example, annual volume rates apply today from mines in Belleville (Illinois) District and from the Western Kentucky Group to various Wisconsin and Minnesota points such as Eau Claire, Wisconsin Rapids, Rhinelander, Moisinee, Rothschild and Rochester, to name a few. The annual volume requirements range from 25,000 N.T. at Madison, Wisconsin to 125,000 NT. at Nekoosa, Wisconsin. A thorough analysis of these rates indicated that they averaged about 6.8% of the contemporaneous First Class railroad rates. We used the same 6.8% of the First Class rate in constructing rates between the origins and destinations in the study on the larger volume movements. This is so stated on the individual commodity sheets. Representative rate construction can be found on Pages 55, 60, and 65.

(2) On smaller movements, we found multiple car rates published in the tariffs between the actual origins and destinations of the movements under study or used the existing multiple car rates for constructing other rail rates. We are convinced that these multiple car rates based on 2,500 and 3,000 tons per shipment are probably as low as could be expected on these smaller volumes.

(3) On the very small movements, we have used the existing single car rail rates in the belief that the railroads would be unlikely to publish lower rates.

For each movement where annual volume rates were projected, we included, for information only, the higher existing single car rate if for no other reason than to present a "range" between the constructed rates that in our judgment could be obtained were river transportation not available, and the actual currently published single car rates which would have to be used if the coal moved by rail before any multiple car or annual volume rates could be published.

(C) Petroleum Products --- Our contacts with the petroleum industry established that some of the petroleum product movements under study actually originated at refineries located on the waterways. Other commodities were movements that were susceptible to pipeline transportation and moved from interior refineries to river transfer facilities. Movements of this nature are noted on the individual commodity sheets (Pages 76, 92, and 116, for example).

Through an understanding with the Contracting Officer, no alternative pipeline rates were constructed as was done in the earlier study. This caused us to develop during the course of the study costs of alternative rail and/or truck transportation. Railroad tank car rates are widely published on recognized scales for all sizes of tank cars, although all of our projections were made on the assumption that the larger (20,000 or 30,000 gallon) tank cars would be used.

Gasoline --- All gasoline is transported under contract barge rates or in private barge equipment. Rates on any one movement were obtained from several sources and were "averaged". These contract barge rates were obtained on a first-hand basis and, again, are highly confidential. For each movement of gasoline, we took the individual circumstances into consideration. For example, there were many movements requiring an initial pipeline move to the river origin. In these cases published pipeline tariff rates were used.

By-and-large, the alternative modes used were pipeline and rail, mainly because most of the hauls were so long that tank truck rates were prohibitively high. Tank truck rates were used, however, on the short-haul movements (Page 70).

Residual Fuel Oil --- Residual fuel oil is rarely handled in pipelines because it tends to clog the lines and its A.P.I. gravity is so low that the cost for moving it through pipelines would be excessive. In fact, pipeline tariffs contain outright prohibitions against fuel oil with a few exceptions (Pages 127 and 136).

Petroleum Asphalt --- This commodity originates at river refineries and terminates almost exclusively at river terminals with local distribution beyond by truck. Multiple car rates were used to construct transportation costs via alternative modes.

Aliphatic Naptha --- This is a high-purity product and cannot be transported in pipelines due to fear of contamination. This product is used in the plastics industry and is distributed from river terminals locally by truck. The alternative mode, because of the long average haul, is always rail.

(D) Industrial Chemicals --- The category of industrial chemicals gave us the greatest problems as it fell upon us to establish the specific identity of the commodities for rating purposes. The specific commodity descriptions were developed through contacts with manufacturers at various origins or with receivers at destinations. We found commodities in this category: anhydrous ammonia, caustic soda (or sodium hydroxide), cyanide, and glycols.

Once the identifications were established, we were able to ascertain existing rates or, in lieu thereof, to construct rates for these specific commodities. Here again, rates on the liquid chemicals were predicated upon the use of the larger tank cars.

(E) Other Commodities --- No particular problems were encountered in rating the remaining commodity movements, other than to establish the specific identification of a few of them. For example, the generic description of non-metallic minerals as given to us by the Contracting Officer turned out to be fluorspar (Page 212).

Steel mill products were found to be iron and steel bars and plate. Similarly, the movement described as iron and steel products by the Contracting Officer was slabs or breakdowns and was rated accordingly.

(F) Selection of Alternative Modes --- Some judgment was required in selecting the alternative modes of transportation where the most desirable and/or lowest cost mode was not readily apparent.

Where there was any doubt as to the lowest cost or more desirable mode, we determined costs via alternate modes by utilizing published rail and truck rates. We reasoned this selection with our knowledge as to whether or not the use of one or the other mode would be most feasible. For example, even if published rates might be lower for some unknown reason, large volume movement by truck is seldom feasible for distances exceeding a 250 to 300 miles. Similarly, very short movements by rail are ordinarily not feasible unless huge tonnages are involved and adequate rail trackage is available at both ends of the movement.

(G) Construction of Rates --- Most of the "constructed" alternate rates used in the study were rail rates. We constructed rates only where no rates were published or where, in our judgment, the published rates were unrealistically high. 1/ In searching for rates on some commodities, we found that there were no rail rates published for similar movements of the same commodity in the same rate-making territory as there had been no rail movement nor any real prospect of movement. On most commodities, however, there did exist a rate or rates on a like rail movement which could be used as a basis in constructing rates. We followed the rationale that we would endeavor to locate such a published rate or scale of rates on the commodity being studied with a particular effort to find published rates in the same geographical territory. It was possible in most cases to find rates that could be used as a basic yardstick. When the rates were found in what is known as a scale (rates that progress according to distance), we applied the appropriate rail distance for the alternate movement.

Where no rate scales could be found, we located movements of the commodity for the same or similar distance as was required. In all cases, we used the same or a greater minimum weight or car requirement in constructing rates. In this way we believe we have constructed the lowest reasonable rates that the railroads would be willing to publish.

(H) Level of Rates Utilized --- By agreement with the Contracting Officer all published rates, terminal charges and contract rates used in connection with this study were calculated at levels in effect on January 1975 when most of our field work was taking place or contacts were being made with industries or carriers.

In connection with rail rates specifically, these were at the Ex Parte No. 305-A level which became effective June 20, 1974 and remained in effect until April 27, 1975 when the railroads were authorized a 7% increase in most commodities.

1/ Without a lengthy dissertation on the subject --- persons familiar with rates are aware of the fact that railroad rates are "published" on any commodity moving between any two points in the United States. These rates are known as Class rates and are the maximum basis of rates published by the railroads. Seldom do they apply on established movement of commodities in any volume. We have disregarded them completely in the study, although in numerous cases in projecting rates we have utilized relationships to the First Class or Class 100 rate as a convenient measuring stick. The convenience is found in the fact that all class rates are related to established distances and, therefore, provide a useable standard.

(1) Contract Rates --- Contract barge rates on the rivers vary widely. There are cases where contract rates are higher for shorter waterway distances than for movements of the same commodity over the same ranges of waterways for greater distances. Contract rates for movements of a given distance on one river can be higher or lower than for movements of the same distance on another river or on different reaches of the same river.

Contract rates are just what the name implies. They are charges agreed upon between the purchaser of transportation and the carrier. The measure of these agreed charges can turn on a number of economic factors. Many are long term contracts. Others are negotiated on a single shipment basis or short run basis. Some of the lower contract rates may cover a huge volume of movements over a two or three year period (Coal, Petroleum). Depending upon the contract river market at the time the contract was made, the rates can be either high or low. In other words, if the contract is drawn when the carrier has idle equipment the price tends to be on the low side, the opposite is true if carrier equipment is in short supply.

Some shippers or receivers expect or demand a higher degree of performance than required by other shippers or receivers similarly situated and are assessed and/or are willing to pay a higher price.

In summary, the basis for contract rates involves intangibles, often difficult to determine, particularly when the rates are low and provide a given shipper or receiver with some advantage over another. The reluctance of some parties to reveal these contract rates is understandable. We believe we have determined the contract rates applicable to the various movements with a high degree of accuracy.

Large steel, coal, and petroleum companies own and operate, frequently under affiliated companies, towboats and barges. The transportation is performed essentially under contract rates, the contract being one between the parent and its affiliate. These private movements are essentially nothing but a substitute for contract carriage.

VI

CALCULATION OF TON-MILE EARNINGS

During the course of the study, carrier revenues or earnings in cents per ton-mile were calculated based on the existing or constructed rail rates and on the barge rates used for the movements under study.

The rail ton-mile earnings were then compared with the average ton-mile earnings reported by rail territory in the 1972

Carload Waybill Statistics[2/]. A similar comparison was not possible in connection with barge rates since, to the best of our knowledge, no earnings statistics are compiled or publicized for either exempt or non-exempt commodity movements by barge.

The purpose of these calculations and comparisons was to add credibility to the rail and barge rates used in the study by isolating or identifying rates that appear to be excessively high or low when compared with average ton-mile earnings or when measured against earnings on other movements of the same commodity.

The ton-mile earnings on all rail movements of corn under study averaged 1.1¢ per ton-mile whereas the 1972 Carload Waybill Statistics reported the ton-mile earnings for all sampled movements to be 1.2¢ per ton-mile which when increased by the various Ex Parte rail rate increases that occurred during 1973 and 1974 amounts to 1.5¢ per ton-mile. Thus, the average earnings of 1.1¢ per ton-mile as calculated from the existing or constructed rail rates (January 1975 level) on the 25 movements of corn compare favorably to the average earnings of 1.5¢ per ton-mile (increased to January 1975 level) as reported to the Department of Transportation, adding a degree of realism and credence to the rail rate levels.

The ton-mile earnings calculated from the rail rates used in this study were also compared with the earnings reported in the 1972 Carload Waybill Statistics for movements from and to the various rail rate-making territories. The following five movements of oats are used to illustrate the value of a comparison of this type:

Movement	Railroad Mileage	Earnings Ton-Mile on Rates in Study	Earnings Ton-Mile Reported by DOT 1972	Earnings Ton-Mile Reported by DOT 1974*
St. Paul to Vicksburg	1033	1.3¢	1.5¢	1.9¢
Savage to Guntersville	1014	1.2¢	1.5¢	1.9¢
" to Baton Rouge	1178	1.1¢	1.5¢	1.9¢
" to Vicksburg	1033	1.3¢	1.5¢	1.9¢
" to Shawneetown	616	2.1¢	1.6¢	2.0¢

*Increased to 1974 levels by applying Ex Parte increases.

The 25 movements of corn also provide another good illustration of the value of these calculations. By listing the movements in order of ascending mileage as we have done in Table No. 1 on Page 16, the ton-mile earnings resulting from the existing or constructed rail

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2/ Statement TD-1, Year 1973, Office of Economics Federal Railroad Administration, U.S. Department of Transportation

TABLE NO. 1

EARNINGS RESULTING FROM EXISTING OR CONSTRUCTED RAIL & BARGE RATES ON 25 MOVEMENTS OF CORN

(Earnings in cents per ton-mile)

RAIL		BARGE	
MILEAGE	EARNINGS	MILEAGE	EARNINGS
569	2.0	744	.5
653	1.4	889	.5
685	.9	903	.4
703	1.4	1003	.4
745	1.3	1014	.4
745	1.4	1068	.3
763	1.0	1069	.4
796	.9	1101	.4
798	.9	1109	.4
798	.9	1200	.4
820	.9	1220	.3
820	.9	1234	.3
820	.9	1235	.3
820	.9	1243	.3
852	1.3	1282	.4
852	1.3	1299	.4
852	1.3	1300	.4
857	1.6	1300	.3
860	1.2	1345	.3
878	1.3	1352	.4
1178	1.1	1589	.3
1178	1.1	1701	.3
1210	1.1	1702	.3
1210	1.1	1716	.3
1210	1.1	1723	.3

rates show positive evidence of falling, with a few relatively minor departures, into the pattern expected, i.e., that ton-mile earnings decline as the length of haul increases.

In much the same manner, the ton-mile earnings derived from the barge rates used in connection with the 25 movements of corn also fall into a predictable pattern, even though the barge rates were obtained from several separate and distinct sources. This pattern can be noted also in Table No. 1 wherein the ton-mile earnings on the barge movements are listed in ascending order of mileage. With several insignificant exceptions, the earnings decline as the length of haul increases.

Similar comparisons of the ton-mile earnings produced by rates on other commodities were made and substantially established that rates used in this study, rail and/or barge, are realistically based.

VII

BACK-HAUL COSTS

No consideration was given to the cost of back-hauling or returning empty transportation vehicles from the destination or point of unloading to the point of initial origin or loading. The cost, whether barge or rail equipment is involved, is normally a factor considered in the pricing or rate-making function and not a factor of direct concern to the transportation user.

Little or no industry-wide information is available indicating the extent to which barges are returned empty or the ratios of empty miles to loaded miles. It is realized that barges, on occasion, are returned empty to initial point of origin. In fact, liquid bulk or tank barges used in transporting petroleum products and chemicals may move one empty mile for every loaded mile, particularly where specially lined or pressurized barges are required for transportation.

Actually the experience varies widely by carrier, by river or by segment of any one river, and by season. For example, the demand for barge equipment may be so great during heavy grain shipping seasons that the barges will be returned empty so as to have them immediately available for subsequent grain shipments. During slow periods, the barges will be held waiting a return revenue load.

One barge line has disclosed the information that there is a good balance of loaded movements to and from points on the Illinois River and that few of its barges move empty through Locks No. 26 in either direction.

On the other hand, railroad cost statistics[3/] report ratios of empty to loaded car miles by type of railroad equipment and by territory. For purposes of this study we are showing below the ratios of empty to loaded car miles for Regions IV and V, the two regions in which most origins and/or destinations of the commodity movements under study are found. Region IV is the Southern region, Region V is the Western District excluding Mountain Pacific and Trans-Territory. The ratios are as follows:

Type of Car	Region IV Ratio	Region V Ratio
Box-General Service, unequipped and equipped	.76	.65
Hopper, Open-General Service	.88	1.04
Hopper, Open-Special Service	.98	1.02
Hopper, Covered	1.02	1.00
Tank Car	1.08	1.10

VIII

COST OF EQUIPMENT

The cost of transportation equipment, whether acquired through outright purchase or under lease arrangements, was not taken into consideration in this study. To have done otherwise would have expanded the study by substantial proportions.

It is true that there is a cost to be reckoned with by the transport user. Barge and railroad equipment is not inexpensive. More often than not, however, our experience indicates that the action by the transport user in providing the transportation vehicle is a factor to be considered in rate-making, i.e., lower rates are published when the transport user furnishes the vehicle at its expense than when the vehicle is furnished by the carrier. This applies to barge rates and to single-car, multiple-car or unit train rail rates.

A related cost element that was also omitted from this study was the mileage allowances paid by the railroads for cars furnished by the user. These allowances vary by type of car and on occasion, by railroad. In addition, allowances paid on tank cars vary by the age and the value of the car. The allowances paid by a few railroads are on a loaded and empty-mile basis whereas most railroads pay allowances on a loaded-mile basis only. The result is often the same since the per-mile allowance when paid on loaded and empty miles is generally one-half the per mile allowance when paid only on loaded-miles.

3/ Statement No. ICI-72, Rail Carload Cost Scales, 1972, Bureau of Accounts, Interstate Commerce Commission.

The allowances currently being paid for the type of cars most frequently involved in the commodity movements under study are as follows:

Type of Car	Cents per Loaded Mile[4/]
Tank Car	9.04 to 19.44*
Covered Hopper	13.0
Open Hopper	7.5
Box Car	1.7

*Based upon age and value of car.

Several shippers who operate sizeable fleets of leased or owned railroad equipment have stated that the total mileage allowances paid on any one car generally are not great enough to offset acquisition costs. The experience varies widely and, in fact, depends upon the extent to which a car is utilized.

IX

SUPPLEMENTAL COMMODITY MOVEMENTS STUDY

During the course of the study, the Contracting Officer expanded the study to include a supplemental transportation cost analysis on 39 of the original 231 commodity movements. The movements selected had either origin or destination in the Southwest that would necessitate barge passage through the Vermillion Locks on the Intercoastal Waterway in Louisiana and destination or origin in the Midwest requiring barge movement through Locks No. 26. These 39 supplemental commodity movements are, therefore, treated separately and are identified in the Supplemental Index of Commodity Movements in Volume I. The rate analysis sheets on these movements are found on the concluding pages in Volume II, numbered S1, S2, etc.

This supplemental study had the effect of developing all-rail and all-water transportation costs from river origins to river destinations as well as the development of transportation costs from and to the same origins and destinations via alternative rail-water or rail-water-rail routes that would circumvent, in one instance, the Vermillion Locks and in the second instance, both the Vermillion Locks and Locks No. 26.

For purposes of this supplemental study, it was concluded that the barge movements would originate or terminate at Morgan City, La., when the Vermillion Locks were to be avoided and would originate or terminate at St. Louis when Locks No. 26 were to be avoided.

[4/] Mileage Tariff 7-E, ICC H-64

The methods used in constructing rates on these supplemental movements (in the absence of reasonable existing rates) are the same as used in connection with the original 231 commodity movements.

INDEX OF COMMODITY MOVEMENTS

RATE ANALYSIS SHEETS

INDEX OF COMMODITY MOVEMENTS

LOCKS NO. 26

MISSISSIPPI RIVER

PAGE	RIVER ORIGIN	RIVER DESTINATION	TONS	RIVER MILES
CORN				
1	Davenport, Ia.	Guntersville, Ala.	1,544	899
2	Havana, Ill.	Guntersville, Ala.	45,801	744
3	Savage, Minn.	New Orleans, La.	10,765	1723
4	Savage, Minn.	Destrehan, La.	6,459	1702
5	Savage, Minn.	Baton Rouge, La.	165,853	1589
6	Savage, Minn.	New Orleans, La.	30,446	1716
7	Florence, Ill.	Baton Rouge, La.	61,461	1003
8	Naples, Ill.	Baton Rouge, La.	4,255	1044
9	Havana, Ill.	Baton Rouge, La.	94,198	1069
10	Pekin, Ill.	New Orleans, La.	22,327	1235
11	Pekin, Ill.	Baton Rouge, La.	7,055	1101
12	Pekin, Ill.	Westwego, La.	15,367	1234
13	Pekin, Ill.	Vicksburg, Miss.	1,373	903
14	North Pekin, Ill.	Destrehan, La.	1,482	1220
15	Peoria, Ill.	Baton Rouge, La.	68,976	1109
16	Peoria, Ill.	Pascagoula, Miss.	3,071	1352
17	Peoria, Ill.	New Orleans, La.	35,413	1243
18	Spring Valley, Ill.	New Orleans, La.	16,232	1300
19	Spring Valley, Ill.	New Orleans, La.	22,378	1300
20	Ottawa, Ill.	Destrehan, La.	100,560	1299
21	Morris, Ill.	Westwego, La.	13,001	1345
22	Alton, Ill.	New Orleans, La.	21,028	1068
23	LaGrange, Mo.	New Orleans, Oa.	6,099	1200
24	Kingston, Ia.	Westwego, La.	2,942	1282
25	St. Paul, Minn.	Westwego, La.	12,224	1701
SOYBEANS				
26	Florence, Ill.	New Orleans, La.	1,381	1137
27	Beardstown, Ill.	Memphis, Tenn.	11,263	539
28	Havana, Ill.	New Orleans, La.	2,393	1202
29	Pekin, Ill.	Baton Rouge, La.	2,852	1100
30	Kingston, Ia.	Alliance, La.	13,591	1320
31	Savage, Minn.	New Orleans, La.	23,068	1723
32	Naples, Ill.	Pascagoula, Miss.	15,308	1255
BARLEY AND RYE				
33	St. Paul, Minn.	Louisville, Ky.	13,680	1215
34	St. Paul, Minn.	New Orleans, La.	9,240	1701
35	St. Paul, Minn.	New Orleans, La.	8,583	1701

PAGE	RIVER ORIGIN	RIVER DESTINATION	TONS	RIVER MILES
OATS				
36	St. Paul, Minn.	Vicksburg, Miss.	18,722	1369
37	Savage, Minn.	Vicksburg, Miss.	9,472	1391
38	Savage, Minn.	Guntersville, Ala.	25,500	1216
39	Savage, Minn.	Baton Rouge, La.	15,928	1589
40	Savage, Minn.	Shawneetown, Ill.	19,470	982
WHEAT				
41	Savage, Minn.	New Orleans, La.	26,427	1723
42	Florence, Ill.	New Orleans, La.	4,537	1137
43	Havana, Ill.	Baton Rouge, La.	5,995	1068
44	Peoria, Ill.	Baton Rouge, La.	1,694	1109
45	Havana, Ill.	Pascagoula, Miss.	1,373	1309
46	Hannibal, Mo.	New Orleans, La.	4,585	1173
47	Gregory, Mo.	New Orleans, La.	1,386	1217
48	Pekin, Ill.	New Orleans, La.	10,260	1235
49	Havana, Ill.	New Orleans, La.	10,157	1202
50	St. Paul, Minn.	St. Louis, Mo.	32,968	660
51	Savage, Minn.	Baton Rouge, La.	5,874	1589
52	Beardstown, Ill.	New Orleans, La.	2,874	1173
53	Louisiana, Mo.	Pascagoula, Miss.	8,090	1253
BITUMINOUS COAL, LIGNITE				
54	St. Louis, Mo.	Cassville, Wis.	25,794	427
55	St. Louis, Mo.	Cassville, Wis.	213,304	427
56	St. Louis, Mo.	Alma, Wis.	213,634	572
57	St. Louis, Mo.	St. Paul, Minn.	195,162	661
58	Uniontown, Ky.	St. Paul, Minn.	12,984	978
59	St. Louis, Mo.	Chicago, Ill.	36,470	361
60	Uniontown, Ky.	Minneapolis, Minn.	58,940	992
61	Ceredo, W. Va.	Cicero, Ill.	30,306	1201
62	Ceredo, W. Va.	Chicago, Ill.	13,788	1213
63	Grand Rivers, Ky.	St. Paul, Minn.	13,757	908
64	Florence, Ala.	Chicago, Ill.	16,486	855
65	Rochester, Ky.	Alma, Wis.	64,534	1064
66	Ceredo, W. Va.	Minneapolis, Minn.	4,250	1526
67	Roseville, Ark.	Cassville, Wis.	18,495	1210
GASOLINE				
68	St. Louis, Mo.	Kingston Mines, Ill.	137,258	184
69	St. Louis, Mo.	Peoria, Ill.	3,316	205
70	St. Louis, Mo.	Peru, Ill.	13,703	265
71	St. Louis, Mo.	LaCrosse, Wis.	18,711	520
72	Hartford, Ill.	Winona, Minn.	40,197	527

PAGE	RIVER ORIGIN	RIVER DESTINATION	TONS	RIVER MILES
GASOLINE				
73	Hartford, Ill.	St. Paul, Minn.	17,345	643
74	Hartford, Ill.	Quincy, Ill.	81,230	128
75	Hartford, Ill.	Cicero, Ill.	186,148	341
76	St. Louis, Mo.	Canton, Mo.	60,135	163
77	Hartford, Ill.	North Pekin, Ill.	252,702	179
78	St. Louis, Mo.	LaGrange, Mo.	11,896	160
79	St. Louis, Mo.	Albany, Ill.	27,225	337
80	Ostrica, La.	North Pekin, Ill.	37,908	1304
81	Norco, La.	Black River, Wis.	17,426	1535
82	St. Louis, Mo.	Bettendorf, Ia.	26,815	487
83	Hartford, Ill.	Winona, Minn.	20,362	521
84	Beaumont, Tex.	Bettendorf, Ia.	58,535	1473
85	Channahan, Ill.	St. Louis, Mo.	9,940	320
JET FUEL				
86	Hartford, Ill.	St. Paul, Minn.	38,825	643
87	Atreco, Tex.	Cicero, Ill.	2,059	1700
KEROSENE				
88	Violet, La.	Black River, Wis.	7,593	1582
89	New Orleans, La.	Black River, Wis.	1,841	1582
90	Norco, La.	St. Paul, Minn.	7,983	1674
91	Norco, La.	Black River, Wis.	3,432	1537
92	Mount Vernon, Ind.	Cicero, Ill.	5,347	689
93	Mount Vernon, Ind.	Peoria, Ill.	1,506	534
94	Beaumont, Tex.	Bettendorf, Ia.	2,392	1473
95	Beaumont, Tex.	St. Paul, Minn.	4,827	1823
96	Beaumont, Tex.	Black River, Wis.	11,410	1679
97	Beaumont, Tex.	Cicero, Ill.	3,637	1521
GAS OIL, FUEL OIL				
98	Hartford, Ill.	North Pekin, Ill.	176,893	179
99	St. Louis, Mo.	Albany, Ill.	31,683	330
100	Hartford, Ill.	Quincy, Ill.	32,580	128
101	Violet, La.	Black River, Wis.	18,583	1582
102	New Orleans, La.	Black River, Wis.	1,841	1562
103	Memphis, Tenn.	Lyons, Ia.	4,763	738
104	St. Louis, Mo.	Bettendorf, Ia.	7,208	307
105	St. Louis, Mo.	Fulton, Ill.	6,055	340
106	St. Louis, Mo.	Winona, Minn.	3,149	545
107	St. Louis, Mo.	Burlington, Ia.	21,975	224
108	St. Louis, Mo.	Kingston Mines, Ill.	84,317	184
109	St. Louis, Mo.	Albany, Ill.	2,419	330
110	Hartford, Ill.	North Pekin, Ill.	5,789	179
111	Hartford, Ill.	Albany, Ill.	4,917	316
112	Hartford, Ill.	North Pekin, Ill.	11,128	179

PAGE	RIVER ORIGIN	RIVER DESTINATION	TONS	RIVER MILES
GAS OIL, FUEL OIL				
113	Hartford, Ill.	Minnesota River, Minn.	2,386	660
114	Hartford, Ill.	Davenport, Ia.	5,828	285
115	Hartford, Ill.	Clinton, Ia.	9,362	321
116	Hartford, Ill.	Cicero, Ill.	24,278	338
117	Mount Vernon, Ind.	Rock Island, Ill.	2,681	634
118	Mount Vernon, Ind.	Cicero, Ill.	22,464	687
119	Beaumont, Tex.	LaGrange, Mo.	7,228	1322
120	Beaumont, Tex.	St. Paul, Minn.	5,264	1823
121	Beaumont, Tex.	Cicero, Ill.	10,600	1521
122	Port Arthur, Tex.	Cicero, Ill.	33,838	1515
123	Port Arthur, Tex.	Cicero, Ill.	6,166	1515
124	Cicero, Ill.	St. Louis, Mo.	3,124	359
RESIDUAL FUEL OIL				
125	Hartford, Ill.	Peru, Ill.	1,212	242
126	Hartford, Ill.	Peru, Ill.	13,964	242
127	Mount Vernon, Ind.	Cicero, Ill.	33,055	687
128	Violet, La.	Cicero, Ill.	154,521	1415
129	New Orleans, La.	Cicero, Ill.	10,746	1399
130	Norco, La.	Cicero, Ill.	58,673	1372
131	Baton Rouge, La.	Cicero, Ill.	37,107	1265
132	Baton Rouge, La.	Havana, Ill.	12,044	1068
133	Memphis, Tenn.	Peru, Ill.	1,422	658
134	Hartford, Ill.	Cicero, Ill.	7,756	341
135	Hartford, Ill.	St. Paul, Minn.	5,891	643
136	Mount Vernon, Ind.	Cicero, Ill.	55,356	689
137	Beaumont, Tex.	St. Paul, Minn.	1,376	1825
138	Texas City, Tex.	Cicero, Ill.	1,410	1583
139	Texas City, Tex.	Cicero, Ill.	8,254	1583
140	Dolton, Ill.	Hartford, Ill.	156,507	344
141	Corpus Christi, Tex.	Havana, Ill.	48,228	1588
LUBRICATING OILS, GREASE				
142	Lake Charles, La.	Cicero, Ill.	74,138	1478
143	Houston, Tex.	Indiana Harbor, Ind.	44,889	1641
144	Port Arthur, Tex.	Cicero, Ill.	19,414	1521
145	Beaumont, Tex.	St. Paul, Minn.	16,103	1818
146	Indiana Harbor, Ind.	Galena Park, Tex.	2,040	1768
147	Indiana Harbor, Ind.	Hartford, Ill.	7,212	356
ALIPHATIC NAPTHA				
148	Hartford, Ill.	Indiana Harbor, Ind.	5,847	356
149	Houston, Tex.	Cicero, Ill.	7,847	1623
150	Kenova, W. Va.	Cicero, Ill.	1,074	1200
151	Beaumont, Tex.	Cicero, Ill.	18,136	1516

PAGE	RIVER ORIGIN	RIVER DESTINATION	TONS	RIVER MILES
PETROLEUM ASPHALT				
152	Hartford, Ill.	Cicero, Ill.	74,424	341
153	Hartford, Ill.	Cicero, Ill.	11,862	341
154	St. Paul, Minn.	Baton Rouge, La.	8,111	1576
155	Smiths Bluff, Tex.	Cicero, Ill.	18,275	1512
OTHER PETROLEUM PRODUCTS				
156	Baton Rouge, La.	Cicero, Ill.	12,451	1265
157	Texas City, Tex.	Cicero, Ill.	1,528	1583
SAND - GRAVEL - ROCK				
158	St. Louis, Mo.	Cicero, Ill.	1,452	355
159	Bellefontaine, Mo.	Alton, Ill.	10,500	20
BUILDING CEMENT				
160	St. Louis, Mo.	Pekin, Ill.	36,277	193
161	Vermillion River, Ill.	St. Louis, Mo.	66,709	259
162	Clarksville, Mo.	Nashville, Tenn.	141,983	525
163	Clarksville, Mo.	Galveston, Tex.	85,449	1482
164	Clarksville, Mo.	Michoud Canal, La.	112,914	1145
165	Hannibal, Mo.	St. Louis, Mo.	131,100	129
DRY SULPHUR				
166	LaFourche, La.	Marseilles, Ill.	19,710	1356
167	Joliet, Ill.	St. Louis, Mo.	12,035	326
IRON AND STEEL SCRAP				
168	Paducah, Ky.	Alton, Ill.	717	248
169	Davenport, Ia.	St. Louis, Mo.	6,871	302
170	Chicago, Ill.	Guntersville, Ala.	8,777	949
CASTINGS AND FORGINGS				
171	South Chicago, Ill.	Granite City, Ill.	536	362
172	Gary, Ind.	Houston, Tex.	3,559	1768
STEEL MILL PRODUCTS				
173	Gary, Ind.	Houston, Tex.	3,181	1771
174	South Chicago, Ill.	St. Louis, Mo.	4,458	340
175	Gary, Ind.	New Orleans, La.	1,807	1407
IRON AND STEEL PRODUCTS				
176	South Chicago, Ill.	Houston, Tex.	27,701	1757
IRON ORE CONCENTRATES				
177	Burnside, La.	Indiana Harbor, Ind.	165,090	1347
178	Burnside, La.	Calumet Harbor, Ill.	5,717	1336

PAGE	RIVER ORIGIN	RIVER DESTINATION	TONS	RIVER MILES
MANGANESE				
179	Burnside, La.	South Chicago, Ill.	1,257	1340
180	Pittsburgh, Pa.	Gary, Ind.	1,243	1542
PIG IRON				
181	Sheffield, Ala.	Calumet Harbor, Ill.	1,586	852
182	Sheffield, Ala.	Calumet Harbor, Ill.	9,192	852
INDUSTRIAL CHEMICALS				
183	Lake Charles, La.	Joliet, Ill.	99,467	1452
184	Lake Charles, La.	Joliet, Ill.	2,431	1452
185	Deer Park, Tex.	Cicero, Ill.	52,320	1614
186	Norco, La.	Cicero, Ill.	13,732	1372
187	Marmet, W. Va.	Seneca, Ill.	30,000	1254
188	Memphis, Tenn.	Lake Calumet, Ill.	5,400	771
189	Barfield, Ark.	Louisiana, Mo.	49,692	426
190	Am. Cyanimid Fortier Plt., La.	Hannibal, Mo.	55,000	1148
SODIUM HYDROXIDE				
191	Geismar, La.	Chicago, Ill.	15,016	1314
COAL TAR, CHEMICAL PRODUCTS				
192	Deer Park, Tex.	Cicero, Ill.	5,479	1614
193	New Orleans, La.	Joliet, Ill.	1,748	1374
194	Texas City, Tex.	Cicero, Ill.	1,264	1582
195	Corpus Christi, Tex.	Treats Island, Ill.	16,065	1747
ALCOHOLS				
196	Baton Rouge, La.	Cicero, Ill.	24,368	1265
197	West Lake, La.	Cicero, Ill.	2,829	1478
198	Calumet Harbor, Ill.	St. Albans, W. Va.	70,086	1311
199	Plaquemine, La.	Minneapolis, Minn.	3,773	1638
SULPHURIC ACID				
200	St. Louis, Mo.	Channahan, Ill.	21,255	359
201	Cincinnati, Ohio	Joliet, Ill.	2,051	796
PHOSPHATE ROCK				
202	Burnside, La.	Quincy, Ill.	4,447	1119
203	Tampa, Fla.	Joliet, Ill.	115,305	1846
FERTILIZER AND FERTILIZER MAT.				
204	Cicero, Ill.	Tampa Harbor, Fla.	33,600	1872
NITROGENOUS FERTILIZER				
205	St. Louis, Mo.	Calumet Harbor, Ill.	22,155	484

PAGE	RIVER ORIGIN	RIVER DESTINATION	TONS	RIVER MILES
SUPERPHOSPHATE				
206	New Orleans, La.	South Chicago, Ill.	1,240	1410
207	Harlem, La.	St. Paul, Minn.	4,161	1745
208	Florence, Ala.	Palmyra, Mo.	2,990	625
FERTILIZERS - NEC				
209	Houston, Tex.	Channahan, Ill.	38,514	1584
SUGAR				
210	Burnside, La.	Chicago, Ill.	146,432	1339
211	Albania, La.	Chicago, Ill.	24,616	1542
NON-METALLIC MINERALS				
212	Brownsville, Tex.	South Chicago, Ill.	9,461	1926
SALT				
213	Jefferson Island, La.	Chicago, Ill.	58,063	1379
214	Jefferson Island, La.	Dubuque, Ia.	7,914	1422
215	Belle Isle, La.	Savage, Minn.	128,172	1688
216	Cote Blanche, La.	Prairie DuChien, Wis.	14,973	1498
217	Weeks Island, La.	Minneapolis, Minn.	1,412	1681
218	Jefferson Island, La.	Davenport, Ia.	10,772	1327
219	Belle Isle, La.	Calumet Harbor, Ill.	181,719	1375
220	Cote Blanche, La.	Dolton, Ill.	68,461	1412
INEDIBLE MOLASSES				
221	New Orleans, La.	Cicero, Ill.	3,815	1399
LIME				
222	Ste. Genevieve, Mo.	Calumet Harbor, Ill.	11,027	442
223	Ste. Genevieve, Mo.	Calumet Harbor, Ill.	453,967	442
BENZOL AND BENZENE				
224	Hartford, Ill.	Dolton, Ill.	5,829	342
225	Cicero, Ill.	Beaumont, Tex.	1,819	1516
226	Houston Ship Channel	Romeoville, Ill.	19,854	1628
227	Hartford, Ill.	St. Paul, Minn.	2,445	419
WOOD PULP				
228	Baton Rouge, La.	Chicago, Ill.	31,201	1265
STANDARD NEWSPRINT PAPER				
229	Hiwassee River, Tenn.	Minneapolis, Minn.	7,196	1410
TALLOW - ANIMAL FATS - OILS				
230	Dubuque, Ia.	Avondale, La.	25,371	1434
231	Chicago, Ill.	Avondale, La.	24,231	1292

SUPPLEMENTAL INDEX OF COMMODITY MOVEMENTS

RATE ANALYSIS SHEETS

SUPPLEMENTAL INDEX OF COMMODITY MOVEMENTS
LOCKS NO. 26 - MISSISSIPPI RIVER
VERMILLION LOCKS - INTERCOASTAL WATERWAY

PAGE	RIVER ORIGIN	RIVER DESTINATION	TONS	RIVER MILES
GASOLINE				
S1	Beaumont, Tex.	Bettendorf, Ia.	58,535	1473
JET FUEL				
S2	Atreco, Tex.	Cicero, Ill.	2,059	1700
KEROSENE				
S3	Beaumont, Tex.	Bettendorf, Ia.	2,392	1473
S4	Beaumont, Tex.	St. Paul, Minn.	4,827	1823
S5	Beaumont, Tex.	Black River, Wis.	11,410	1679
S6	Beaumont, Tex.	Cicero, Ill.	3,637	1521
GAS OIL, FUEL OIL				
S7	Beaumont, Tex.	LaGrange, Mo.	1,292	1322
S8	Beaumont, Tex.	St. Paul, Minn.	5,264	1823
S9	Beaumont, Tex.	Cicero, Ill.	10,600	1521
S10	Port Arthur, Tex.	Cicero, Ill.	33,838	1515
S11	Port Arthur, Tex.	Cicero, Ill.	6,166	1515
RESIDUAL FUEL OIL				
S12	Beaumont, Tex.	St. Paul, Minn.	1,376	1825
S13	Texas City, Tex.	Cicero, Ill.	1,410	1583
S14	Texas City, Tex.	Cicero, Ill.	8,254	1583
S15	Corpus Christi, Tex.	Havana, Ill.	48,228	1588
LUBRICATING OILS, GREASE				
S16	Lake Charles, La.	Cicero, Ill.	74,138	1478
S17	Houston, Tex.	Indiana Harbor, Ind.	44,889	1641
S18	Port Arthur, Tex.	Cicero, Ill.	19,414	1521
S19	Beaumont, Tex.	St. Paul, Minn.	16,103	1818
S20	Indiana Harbor, Ind.	Galena Park, Tex.	2,040	1768
ALIPHATIC NAPTHA				
S21	Houston, Tex.	Cicero, Ill.	7,847	1623
S22	Beaumont, Tex.	Cicero, Ill.	18,136	1516
PETROLEUM ASPHALT				
S23	Smiths Bluff, Tex.	Cicero, Ill.	18,275	1512
OTHER PETROLEUM PRODUCTS				
S24	Texas City, Tex.	Cicero, Ill.	1,528	1583
BUILDING CEMENT				
S25	Clarksville, Mo.	Galveston, Tex.	85,449	1482

PAGE	RIVER ORIGIN	RIVER DESTINATION	TONS	RIVER MILES
CASTINGS AND FORGINGS				
S26	Gary, Ind.	Houston, Tex.	3,559	1768
STEEL MILL PRODUCTS				
S27	Gary, Ind.	Houston, Tex.	3,181	1771
IRON AND STEEL PRODUCTS				
S28	South Chicago, Ill.	Houston, Tex.	27,701	1757
INDUSTRIAL CHEMICALS				
S29	Lake Charles, La.	Joliet, Ill.	99,467	1452
S30	Lake Charles, La.	Joliet, Ill.	2,431	1452
S31	Deer Park, Tex.	Cicero, Ill.	52,320	1614
COAL TAR, CHEMICAL PRODUCTS				
S32	Deer Park, Tex.	Cicero, Ill.	5,479	1614
S33	Texas City, Tex.	Cicero, Ill.	1,264	1582
S34	Corpus Christi, Tex.	Treats Island, Ill.	16,055	1747
ALCOHOLS				
S35	West Lake, La.	Cicero, Ill.	2,829	1478
FERTILIZERS - NEC				
S36	Houston, Tex.	Channahan, Ill.	38,514	1584
NON-METALLIC MINERALS				
S37	Brownsville, Tex.	South Chicago, Ill.	9,461	1926
BENZOL AND BENZENE				
S38	Cicero, Ill.	Beaumont, Tex.	1,819	1516
S39	Houston Ship Channel	Romeoville, Ill.	19,854	1628

ATTACHMENT TO DONLEY REPORT

RATE ANALYSIS SHEETS

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Corn TONNAGE (SHORT TONS) 1544

BEAR ORIGIN Davenport, Iowa BEAR DESTINATION Guntersville, Ala.

EXISTING XXXXXXXXXXXX RAIL XXXXXXXXXX RATE:	To St. Louis	$3.90 NT(1)	RAIL MILES	28300 703
	Beyond	$6.015 NT(2)		
	Total	$9.915 NT		

ALTERNATIVE RATES:

RAIL - WATER Rail to St. Louis $3.60 NT(1) Barge Beyond $3.40 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	889	Barge	$ 4.46 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 4.46 NT

REMARKS: Existing rates subject to aggregate of 270 NT per shipment.

EXPLANATION OF REFERENCE MARKS

(1) BN92 ICC 112
(2) SFA 972E ICC S-1185
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Corn TONNAGE (SHORT TONS) 45801

BEAR ORIGIN Havana, Illinois BEAR DESTINATION Guntersville, Ala.

EXISTING XXXXXXXXXXXX To St. Louis $5.50 NT(1) RAIL 28300
RAIL XXXXXXXX RATE: Beyond $6.015 NT(2) MILES 569
Total $11.515 NT

ALTERNATIVE RATES:

RAIL - WATER Rail to St. Louis $5.50 NT(1) Barge Beyond $3.40 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	744	Barge	$ 3.98 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 3.98 NT

REMARKS:
Existing rates subject to aggregate of 270 NT per shipment.

EXPLANATION OF REFERENCE MARKS

(1) TL-CTR E772G ICC C945
(2) SFA 972A ICC S1185
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Corn TONNAGE (SHORT TONS) 10765

BEAR ORIGIN Savage, Minn. BEAR DESTINATION New Orleans, La.

EXISTING ~~OR CONSTRUCTED~~ RAIL ~~OR PIPELINE~~ RATE: $13.80 NT(1) RAIL 28300 MILES 1210

ALTERNATIVE RATES:

RAIL - WATER Rail to St. Louis $7.26 NT Barge Beyond $3.69 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1723	Barge	$ 5.20 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 5.20 NT

REMARKS: Existing rail rate subject to aggregate of 11562.5 NT in 5 movements of 2312.5 NT per movement. Alternative rail rate constructed on basis of 5.266% of 1st Class based on rate from St. Paul to Louisville, Ky., in WTL 332H ICC A4864.

EXPLANATION OF REFERENCE MARKS

(1) CNW 17194 ICC 1
(2)
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Corn TONNAGE (SHORT TONS) 6459

BEAR ORIGIN Savage, Minn. BEAR DESTINATION Destrehan, La.

~~EXISTING OR~~ CONSTRUCTED RAIL ~~OR PIPELINE~~ RATE: To St. Louis $7.26 NT

Beyond $6.10 NT(1)

Total $13.36 NT

RAIL 28300 MILES 1210

ALTERNATIVE RATES:

RAIL - WATER Rail to St. Louis $7.26 NT Barge Beyond $3.69 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1702	Barge	$ 5.20 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 5.20 NT

REMARKS: Rail rate constructed on basis 5.266% of 1st Class based on rate from St. Paul to Louisville, Ky. in WTL 332H ICC A4864. Existing rail rate beyond St. Louis subject to aggregate of 950 NT per shipment, 190M per car.

EXPLANATION OF REFERENCE MARKS

(1) SFA 988A ICC S-909	(4)
(2)	(5)
(3)	(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Corn TONNAGE (SHORT TONS) 156853

BEAR ORIGIN Savage, Minn. BEAR DESTINATION Baton Rouge, La.

EXISTING XXXXXXXXXXXXX
RAIL XXXXXXXXXXX RATE: $13.00 NT(1) RAIL 28300 MILES 1178

ALTERNATIVE RATES:

RAIL - WATER Rail to St. Louis $7.26 NT Barge Beyond $3.69 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1589	Barge	$ 5.20 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 5.20 NT

REMARKS: Existing rail rate subject to aggregate of 23125 NT in 5 movements of 4625 NT per movement. Alternative rail rate constructed on basis 5.266% of 1st Class based on rate from St. Paul to Louisville, Ky. in WTL 332H ICC A4864.

EXPLANATION OF REFERENCE MARKS

(1) CNW 17194 ICC 1
(2)
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Corn

TONNAGE (SHORT TONS) 30446

BEAR ORIGIN Savage, Minn.

BEAR DESTINATION New Orleans, La.

EXISTING ~~OR CONSTRUCTED~~
RAIL ~~OR PIPELINE~~ RATE: $13.00 NT(1)

RAIL 28300
MILES 1178

ALTERNATIVE RATES:

RAIL - WATER Rail to St. Louis $7.26 NT Barge Beyond $3.69 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1716	Barge	$ 5.20 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 5.20 NT

REMARKS: Existing rail rate subject to aggregate of 23125 NT in 5 movements of 4625 NT per movement. Alternative rail rate constructed on basis 5.266% of 1st Class based on rate from St. Paul to Louisville, Ky. in WTL 332H ICC A4864.

EXPLANATION OF REFERENCE MARKS

(1) CNW 17194 ICC 1

(2)

(3)

(4)

(5)

(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Corn TONNAGE (SHORT TONS) 61461

BEAR ORIGIN Florence, Ill. BEAR DESTINATION Baton Rouge, La.

EXISTING ~~OR CONSTRUCTED~~ RAIL ~~OR PIPELINE~~ RATE: To St. Louis $4.20 NT(1) Beyond $6.10 NT(2) Total $10.30 NT

RAIL 28300 MILES 745

ALTERNATIVE RATES:

RAIL - WATER Rail to St. Louis $4.20 NT(1) Barge Beyond $3.69 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1003	Barge	$ 4.03 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 4.03 NT

REMARKS:

Existing rail rate beyond St. Louis subject to aggregate of 950 NT per shipment, 190M per car.

EXPLANATION OF REFERENCE MARKS

(1) BN 92 ICC 112
(2) SFA 988A ICC S909
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Corn

TONNAGE (SHORT TONS) 4255

BEAR ORIGIN Naples, Ill.

BEAR DESTINATION Baton Rouge, La.

EXISTING ~~OR CONSTRUCTED~~ RAIL ~~OR PIPELINE~~ RATE:

To St. Louis	$3.50 NT(1)	RAIL 28300
Beyond	$6.10 NT(2)	MILES 745
Total	$9.60 NT	

ALTERNATIVE RATES:

RAIL - WATER Rail to St. Louis $3.50 NT(1) Barge Beyond $3.69 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1014	Barge	$ 4.03 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 4.03 NT

REMARKS:

Existing rail rate beyond St. Louis subject to aggregate of 950 NT per shipment, 190M per car.

EXPLANATION OF REFERENCE MARKS

(1) N&W 1047A ICC 10364
(2) SFA 988A ICC S909
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Corn

TONNAGE (SHORT TONS) 94198

BEAR ORIGIN Havana, Ill.

BEAR DESTINATION Baton Rouge, La.

EXISTING ~~OR CONSTRUCTED~~
RAIL ~~OR PIPELINE~~ RATE: $7.30 NT(1)

RAIL 28300
MILES 763

ALTERNATIVE RATES:

RAIL - WATER Rail to St. Louis $5.50 NT(2) Barge Beyond $3.69 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1069	Barge	$ 4.03 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 4.03 NT

REMARKS:
Existing rail rate subject to aggregate of 475 NT per shipment, 180M per car.

EXPLANATION OF REFERENCE MARKS

(1) ICG 602 ICC 36	(4)
(2) TL-CTR E772G ICC C945	(5)
(3)	(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Corn   TONNAGE (SHORT TONS) 22327

BEAR ORIGIN Pekin, Ill.   BEAR DESTINATION New Orleans, La.

EXISTING ~~OR CONSTRUCTED~~
RAIL ~~OR PIPELINE~~ RATE: $7.30 NT(1)   RAIL 28300
MILES 820

ALTERNATIVE RATES:

RAIL - WATER Rail to St. Louis $6.10 NT(2) Barge Beyond $3.69 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1235	Barge	$ 4.03 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 4.03 NT

REMARKS: Existing rail rate subject to aggregate of 475 NT per shipment, 180M per car.

EXPLANATION OF REFERENCE MARKS

(1) ICG 602 ICC 36	(4)
(2) TL-CTR E772G ICC C945	(5)
(3)	(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY **Corn** TONNAGE (SHORT TONS) **7055**

BEAR ORIGIN **Pekin, Ill.** BEAR DESTINATION **Baton Rouge, La.**

EXISTING XXXXXXXXXXXXXXX
RAIL XXXXXXXXXXX RATE: **$7.30 NT(1)**

RAIL 28300
MILES **798**

ALTERNATIVE RATES:

RAIL - WATER **Rail to St. Louis $6.10 NT(2) Barge Beyond $3.69 NT**

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	**1101**	**Barge**	$ **4.22 NT**
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ **4.22 NT**

REMARKS: **Existing rail rate subject to aggregate of 475 NT per shipment, 180M per car.**

EXPLANATION OF REFERENCE MARKS

(1) **ICG 602 ICC 36**	(4)
(2) **TL-CTR E772G ICC C945**	(5)
(3)	(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Corn

TONNAGE (SHORT TONS) 15367

BEAR ORIGIN Pekin, Ill.

BEAR DESTINATION Westwego, La.

EXISTING
RAIL RATE: $7.30 NT(1)

RAIL 28300
MILES 820

ALTERNATIVE RATES:

RAIL - WATER Rail to St. Louis $6.10 NT(2) Barge Beyone $3.69 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1234	Barge	$ 4.22 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 4.22 NT

REMARKS: Existing rail rate subject to aggregate of 475 NT per shipment, 180M per car.

EXPLANATION OF REFERENCE MARKS

(1) ICG 602 ICC 36
(2) TL-CTR E772G ICC C945
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Corn TONNAGE (SHORT TONS) 1373

BEAR ORIGIN Pekin, Ill. BEAR DESTINATION Vicksburg, Miss.

EXISTING ~~OR CONSTRUCTED~~ RAIL 28300
RAIL ~~OR PIPELINE~~ RATE: $8.96 NT(1) MILES 653

ALTERNATIVE RATES:

RAIL - WATER Rail to St. Louis $6.10 NT(2) Barge Beyond $3.35 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	903	Barge	$ 3.95 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 3.95 NT

REMARKS:

EXPLANATION OF REFERENCE MARKS

(1) SFA 972A ICC S1185
(2) TL-CTR E772G ICC C945
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Corn TONNAGE (SHORT TONS) 1482

BEAR ORIGIN North Pekin, Ill. BEAR DESTINATION Destrehan, La.

EXISTING ~~OR CONSTRUCTED~~
RAIL ~~OR PIPELINE~~ RATE: $7.30 NT(1) RAIL 28300 MILES 820

ALTERNATIVE RATES:

RAIL - WATER Rail to St. Louis $6.10 NT(2) Barge Beyond $3.69 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1220	Barge	$ 4.18 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 4.18 NT

REMARKS:
Existing rail rate subject to aggregate of 475 NT per shipment, 180M per car.

EXPLANATION OF REFERENCE MARKS

(1) ICG 602 ICC 36
(2) TL-CTR E772G ICC C945
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Corn TONNAGE (SHORT TONS) 68976

BEAR ORIGIN Peoria, Ill. BEAR DESTINATION Baton Rouge, La.

EXISTING ~~OR CONSTRUCTED~~ RAIL 28300
RAIL ~~OR PIPELINE~~ RATE: $7.30 NT(1) MILES 798

ALTERNATIVE RATES:

RAIL - WATER Rail to St. Louis $6.10 NT(2) Barge Beyond $3.69 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1109	Barge	$ 4.18 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 4.18 NT

REMARKS:

Existing rail rate subject to aggregate of 475 NT per shipment, 180M per car.

EXPLANATION OF REFERENCE MARKS

(1) ICG 602 ICC 36
(2) TL-CTR E772G ICC C945
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Corn

TONNAGE (SHORT TONS) 3071

BEAR ORIGIN Peoria, Ill.

BEAR DESTINATION Pascagoula, Miss.

EXISTING ~~OR CONSTRUCTED~~ RAIL ~~OR PIPELINE~~ RATE: $7.30 NT(1)

RAIL 28300 MILES 796

ALTERNATIVE RATES:

RAIL - WATER Rail to St. Louis $6.10 NT(2) Barge Beyond $3.69 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1352	Barge	$ 4.97 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 4.97 NT

REMARKS: Existing rail rate subject to aggregate of 475 NT per shipment, 180M per car.

EXPLANATION OF REFERENCE MARKS

(1) ICG 602 ICC 36
(2) TL-CTR E772G ICC C945
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Corn

TONNAGE (SHORT TONS) 35413

BEAR ORIGIN Peoria, Ill.

BEAR DESTINATION New Orleans, La.

EXISTING ~~OR CONSTRUCTED~~ RAIL ~~OR PIPELINE~~ RATE: $7.30 NT(1)

RAIL 28300 MILES 820

ALTERNATIVE RATES:

RAIL - WATER Rail to St. Louis $6.10 NT(2) Barge Beyond $3.69 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1243	Barge	$ 4.18 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 4.18 NT

REMARKS:

Existing rail rate subject to aggregate of 475 NT per shipment, 180M per car.

EXPLANATION OF REFERENCE MARKS

(1) ICG 602 ICC 36	(4)
(2) TL-CTR E772G ICC C945	(5)
(3)	(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Corn TONNAGE (SHORT TONS) 16232

BEAR ORIGIN Spring Valley, Ill. BEAR DESTINATION New Orleans, La.

EXISTING ~~OR CONSTRUCTED~~ To Peoria $4.20 NT(1) RAIL 28300
RAIL ~~OR PIPELINE~~ RATE: Beyond $7.30 NT(2) MILES 852
Total $11.50 NT

ALTERNATIVE RATES:

RAIL - WATER Rail to St. Louis $6.60 NT(3) Barge Beyond $3.69 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1300	Barge	$ 4.37 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 4.37 NT

REMARKS:

Rail rate beyond subject to aggregate of 475 NT per shipment, 180M per car.

EXPLANATION OF REFERENCE MARKS

(1) BN92 ICC 112
(2) ICG 602 ICC 36
(3) TL-CTR E772G ICC C945
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Corn TONNAGE (SHORT TONS) 22378

BEAR ORIGIN Spring Valley, Ill. BEAR DESTINATION New Orleans, La.

EXISTIN~~GXBRXEBNXXRNEXE~~D To Peoria $4.20 NT(1) RAIL 28300
RAIL ~~BRXRXREKXNE~~ RATE: Beyond $7.30 NT(2) MILES 852
Total $11.50 NT

ALTERNATIVE RATES:

RAIL - WATER Rail to St. Louis $6.60 NT(3) Barge Beyond $3.69 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1300	Barge	$ 4.87 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 4.87 NT

REMARKS:
Rail rate beyond subject to aggregate of 475 NT per shipment, 180M per car.

EXPLANATION OF REFERENCE MARKS

(1) BN92 ICC 112
(2) ICG 602 ICC 36
(3) TL-CTR E772G ICC C945
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Corn
TONNAGE (SHORT TONS) 100560

BEAR ORIGIN Ottawa, Ill.
BEAR DESTINATION Destrehan, La.

EXISTING ~~OR CONSTRUCTED~~ RAIL ~~OR PIPELINE~~ RATE:	To Chicago $4.00 NT(1) Beyond $7.30 NT(2) Total $11.30 NT	RAIL 28300 MILES 852

ALTERNATIVE RATES:

RAIL - WATER Rail to St. Louis $6.60 NT(3) Barge Beyond $3.69 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1299	Barge	$ 4.87 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 4.87 NT

REMARKS: Rail rate beyond subject to aggregate of 475 NT per shipment, 180M per car.

EXPLANATION OF REFERENCE MARKS

(1) BN92 ICC 112	(4)
(2) ICG 602 ICC 36	(5)
(3) TL-CTR E772G ICC C945	(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY	Corn	TONNAGE (SHORT TONS)	13001
BEAR ORIGIN	Morris, Ill.	BEAR DESTINATION	Westwego, La.

EXISTING ~~OR CONSTRUCTED~~ RAIL OR ~~PIPELINE~~ RATE:

To Chicago $4.20 NT(1)
Beyond $7.30 NT(2)
Total $11.50 NT

RAIL 28300 MILES 878

ALTERNATIVE RATES:

RAIL - WATER Rail to St. Louis $6.80 NT(3) Barge Beyond $3.69 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1345	Barge	$ 4.52 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 4.52 NT

REMARKS:
Rail rate beyond subject to aggregate of 475 NT per shipment, 180M per car.

EXPLANATION OF REFERENCE MARKS

(1) CRI&P 34560F ICC C13727
(2) ICG 602 ICC 36
(3) TL-CTR E772G ICC C945
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Corn

TONNAGE (SHORT TONS) 21028

BEAR ORIGIN Alton, Ill.

BEAR DESTINATION New Orleans, La.

EXISTING ~~OR CONSTRUCTED~~ RAIL ~~OR PIPELINE~~ RATE: $6.10 NT(1)

RAIL 28300 MILES 685

ALTERNATIVE RATES:

RAIL - WATER

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1068	Barge	$ 3.16 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 3.16 NT

REMARKS: Existing rail rate subject to aggregate of 950 NT per shipment, 190M per car.

EXPLANATION OF REFERENCE MARKS

(1) SFA 988A ICC S909	(4)
(2)	(5)
(3)	(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Corn TONNAGE (SHORT TONS) 6099

BEAR ORIGIN LaGrange, Mo. BEAR DESTINATION New Orleans, La.

EXISTING ~~OR CONSTRUCTED~~ To St. Louis $3.90 NT(1) RAIL 28300
RAIL ~~OR PIPELINE~~ RATE: Beyond $6.10 NT(2) MILES 860
Total $10.00 NT

ALTERNATIVE RATES:

RAIL - WATER Rail to St. Louis $3.90 NT(1) Barge Beyond $3.69 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1200	Barge	$ 4.26 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 4.26 NT

REMARKS: Existing rail rate beyond St. Louis subject to aggregate of 950 NT per shipment, 190M per car.

EXPLANATION OF REFERENCE MARKS

(1) BN92 ICC 112
(2) SFA 988A ICC S909
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Corn TONNAGE (SHORT TONS) 2942

BEAR ORIGIN Kingston, Ia. BEAR DESTINATION Westwego, La.

EXISTINGXXXXXXXXXXXXXD To St. Louis $7.80 NT(1) RAIL 28300
RAIL XXXXXXXXXX RATE: Beyond $6.10 NT(2) MILES 857
Total $13.90 NT

ALTERNATIVE RATES:

RAIL - WATER Rail to St. Louis $7.80 NT(1) Beyond Barge $3.69 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1282	Barge	$ 4.70 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 4.70 NT

REMARKS: Existing rail rate beyond St. Louis subject to aggregate of 950 NT per shipment, 190M per car.

EXPLANATION OF REFERENCE MARKS

(1) BN92 ICC 112
(2) SFA 933A ICC S909
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Corn   TONNAGE (SHORT TONS) 12224

BEAR ORIGIN St. Paul, Minn.   BEAR DESTINATION Westwego, La.

EXISTING ~~OR CONSTRUCTED~~   RAIL 28300
RAIL ~~OR PIPELINE~~ RATE: $13.80 NT(1)   MILES 1210

ALTERNATIVE RATES:

RAIL - WATER   Rail to St. Louis $7.26 NT Barge Beyond $3.69 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1701	Barge	$ 5.20 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 5.20 NT

REMARKS: Existing rail rate subject to aggregate of 11562.5 NT in 5 movements of 2312.5 NT per movement. Alternative rail rate constructed on basis 5.266% of 1st Class based on rate from St. Paul to Louisville, Ky. in WTL 332H ICC A4864.

EXPLANATION OF REFERENCE MARKS

(1) CNW 17194 ICC 1
(2)
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Soybeans TONNAGE (SHORT TONS) 1381

BEAR ORIGIN Florence, Ill. BEAR DESTINATION New Orleans, La.

EXISTING ~~OR CONSTRUCTED~~ RAIL ~~OR PIPELINE~~ RATE:
To. St. Louis $4.20 NT(1)
Beyond $6.10 NT(2)
Total $10.30 NT
RAIL 28300 MILES 767

ALTERNATIVE RATES:

RAIL - WATER Rail to St. Louis $4.20 NT(1) Barge Beyond $3.69 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1137	Barge	$ 4.08 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 4.08 NT

REMARKS:
Existing rail rate beyond St. Louis subject to aggregate of 950 NT per shipment, 190M per car.

EXPLANATION OF REFERENCE MARKS

(1) BN92 ICC 112	(4)
(2) SFA 988A ICC S909	(5)
(3)	(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Soybeans TONNAGE (SHORT TONS) 11263

BEAR ORIGIN Beardstown, Ill. BEAR DESTINATION Memphis, Tenn.

EXISTING ~~OR CONSTRUCTED~~ RAIL ~~OR PIPELINE~~ RATE:	To St. Louis	$3.90 NT(1)	RAIL 28300 MILES
	Beyond	$3.86 NT(2)	
	Total	$7.76 NT	

ALTERNATIVE RATES:

RAIL - WATER Rail to St. Louis $3.90 NT(1) Barge Beyond $2.38 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	539	Barge	$ 3.06 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 3.06 NT

REMARKS:

Existing rail rates subject to aggregate of 270 NT per shipment, 190M per car.

EXPLANATION OF REFERENCE MARKS

(1) 3N92 ICC 112	(4)
(2) SFA 972E ICC S1185	(5)
(3)	(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Soybeans
TONNAGE (SHORT TONS) 2393

BEAR ORIGIN Havana, Ill.
BEAR DESTINATION New Orleans, La.

EXISTING ~~OR CONSTRUCTED~~ RAIL ~~OR PIPELINE~~ RATE: $7.30 NT(1)
RAIL 28300 MILES 782

ALTERNATIVE RATES:

RAIL - WATER Rail to St. Louis $9.00 NT(2) Barge Beyond $3.69 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1202	Barge	$ 4.08 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 4.08 NT

REMARKS:

Existing rail rate subject to aggregate of 475 NT per shipment in shipper owned cars.

EXPLANATION OF REFERENCE MARKS

(1) ICG 602 ICC 36
(2) ICG 1537Q ICC A12192
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Soybeans TONNAGE (SHORT TONS) 2852

BEAR ORIGIN Pekin, Ill. BEAR DESTINATION Baton Rouge, La.

EXISTIN~~G OR CONSTRUCTE~~D
RAI~~L OR TRUCK LIN~~E RATE: $7.30 NT(1) RAIL 28300
MILES 798

ALTERNATIVE RATES:

RAIL - WATER Rail to St. Louis $9.00 NT(2) Barge Beyond $3.69 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1100	Barge	$ 4.22 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 4.22 NT

REMARKS:
Existing rail rate subject to aggregate of 475 NT per shipment in shipper owned cars.

EXPLANATION OF REFERENCE MARKS

(1) ICG 602 ICC 306	(4)
(2) ICG 1537Q ICC A12192	(5)
(3)	(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Soybeans　　TONNAGE (SHORT TONS) 13591

BEAR ORIGIN Kingston, Iowa　　BEAR DESTINATION Alliance, La.

EXISTING ~~OR CONSTRUCTED~~ RAIL ~~OR PIPELINE~~ RATE:	To St. Louis $7.80 NT(1) Beyond $6.10 NT(2) Total $13.90 NT	RAIL 28300 MILES	 923

ALTERNATIVE RATES:

RAIL - WATER Rail to St. Louis $7.80 NT(1) Barge Beyond $3.69 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1320	Barge	$ 4.55 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 4.55 NT

REMARKS:

Existing rail rate beyond subject to aggregate of 950 NT per shipment, 190M per car.

EXPLANATION OF REFERENCE MARKS

(1) BN92 ICC 112	(4)
(2) SFA 988A ICC S909	(5)
(3)	(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Soybeans TONNAGE (SHORT TONS) 23068

BEAR ORIGIN Savage, Minn. BEAR DESTINATION New Orleans, La.

EXISTING ~~OR CONSTRUCTED~~ RAIL ~~OR PIPELINE~~ RATE: $13.00 NT(1)

RAIL 28300 MILES 1210

ALTERNATIVE RATES:

RAIL - WATER Rail to St. Louis $13.20 NT(2) Barge Beyond $3.69 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1723	Barge	$ 5.44 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 5.44 NT

REMARKS:

Existing rail rate subject to aggregate of 23125 NT in 5 movements of 4625 NT each.

EXPLANATION OF REFERENCE MARKS

(1)	CNW 17194 ICC 1	(4)	
(2)	WTL 332H ICC A4864	(5)	
(3)		(6)	

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Soybeans TONNAGE (SHORT TONS) 15308

BEAR ORIGIN Naples, Ill. BEAR DESTINATION Pascagoula, Miss.

EXISTING ~~OR CONSTRUCTED~~ RAIL ~~OR PIPELINE~~ RATE:	To St. Louis	$3.50 NT(1)	RAIL 28300	
	Beyond	$6.10 NT(2)	MILES	743
	Total	$9.60 NT		

ALTERNATIVE RATES:

RAIL - WATER Rail to St. Louis $3.50 NT(1) Barge Beyond $4.55 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1255	Barge	$ 4.81 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 4.81 NT

REMARKS:

Existing rail rate beyond subject to aggregate of 950 NT per shipment, 190M per car.

EXPLANATION OF REFERENCE MARKS

(1) N&W 1047A ICC 10364

(2) SFA 988A ICC S909

(3)

(4)

(5)

(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY	Barley and Rye	TONNAGE (SHORT TONS)	13680
BEAR ORIGIN	St. Paul, Minn.	BEAR DESTINATION	Louisville, Ky.
EXISTING ~~OR CONSTRUCTED~~ RAIL ~~OR PIPELINE~~ RATE:	$7.595 NT(1)	RAIL 28300 MILES	686

ALTERNATIVE RATES:

RAIL - WATER Rail to St. Louis $7.26 NT Barge Beyond $2.37 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1215	Barge	$ 5.40 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 5.40 NT

REMARKS: Existing rail rate subject to aggregate of 6175 NT per shipment 190M per car 65 cars. Rail rate to St. Louis constructed on basis of 5.266% of 1st Class based on rate from St. Paul to Louisville, Ky. in WTL 332H ICC A4864.

EXPLANATION OF REFERENCE MARKS

(1) WTL 332H ICC A4864	(4)
(2)	(5)
(3)	(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Barley and Rye TONNAGE (SHORT TONS) 9240

BEAR ORIGIN St. Paul, Minn. BEAR DESTINATION New Orleans, La.

XXXXXXX OR CONSTRUCTED RAIL XXXXXXXXXX RATE:	To St. Louis $7.26 NT Beyond $6.10 NT(1) Total $13.36 NT	RAIL 28300 MILES	1210

ALTERNATIVE RATES:

RAIL - WATER Rail to St. Louis $7.26 NT Barge Beyond $3.69 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1701	Barge	$ 5.45 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 5.45 NT

REMARKS:

Rail rate constructed on basis 5.266% of 1st Class based on rate from St. Paul to Louisville, Ky. in WTL 332H ICC A4864.

EXPLANATION OF REFERENCE MARKS

(1) SFA 988A ICC S909	(4)
(2)	(5)
(3)	(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Barley and Rye TONNAGE (SHORT TONS) 8583

BEAR ORIGIN St. Paul, Minn. BEAR DESTINATION New Orleans, La.

EXXSTXXNGXXXXCONSTRUCTED RAIL XXXXXXXXXXXX RATE:	To St. Louis	$7.26 NT	RAIL 28300	
	Beyond	$6.10 NT(1)	MILES	1210
	Total	$13.36 NT		

ALTERNATIVE RATES:

RAIL - WATER Rail to St. Louis $7.26 NT Barge Beyond $3.69 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1701	Barge	$ 5.45 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 5.45 NT

REMARKS:

Rail rate constructed on basis 5.266% of 1st Class based on rate from St. Paul to Louisville, Ky. in WTL 332H ICC A4864.

EXPLANATION OF REFERENCE MARKS

(1) SFA 983A ICC S909	(4)
(2)	(5)
(3)	(6)

Date: March 31, 1975

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Oats TONNAGE (SHORT TONS) 18722

BEAR ORIGIN St. Paul, Minn. BEAR DESTINATION Vicksburg, Miss.

~~EXISTING OR~~ CONSTRUCTED RAIL ~~OR PIPELINE~~ RATE:
To St. Louis $7.26 NT
Beyond $5.97 NT(1)
Total $13.23 NT

RAIL 28300
MILES 1033

ALTERNATIVE RATES:

RAIL - WATER Rail to St. Louis $7.26 NT Barge Beyond $3.35 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1369	Barge	$ 5.21 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 5.21 NT

REMARKS:
Constructed rail rate on basis of 5.266% of 1st Class based on rate from St. Paul to Louisville, Ky. in WTL 332H ICC A4864.

EXPLANATION OF REFERENCE MARKS

(1) SFA 972A ICC S1185	(4)
(2)	(5)
(3)	(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Oats TONNAGE (SHORT TONS) 9472

BEAR ORIGIN Savage, Minn. BEAR DESTINATION Vicksburg, Miss.

~~EXISTING OR~~ CONSTRUCTED RAIL ~~OR [illegible]~~ RATE: To St. Louis $7.26 NT
Beyond $5.97 NT(1)
Total $13.23 NT

RAIL 28300 MILES 1033

ALTERNATIVE RATES:

RAIL - WATER Rail to St. Louis $7.26 NT Barge Beyond $3.35 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1391	Barge	$ 5.21 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 5.21 NT

REMARKS:
Constructed rail rate on basis of 5.266% of 1st Class based on rate from St. Paul to Louisville, Ky. in WTL 332H ICC A4864.

EXPLANATION OF REFERENCE MARKS

(1) SFA 972A ICC S1185

(2)

(3)

(4)

(5)

(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Oats TONNAGE (SHORT TONS) 25500

BEAR ORIGIN Savage, Minn. BEAR DESTINATION Guntersville, Ala.

EXISTING ~~OR CONSTRUCTED~~ To Louisville $7.595 NT(1) RAIL 28300
RAIL ~~OR PIPELINE~~ RATE: Beyond $4.815 NT(2) MILES 1014
Total $12.41 NT

ALTERNATIVE RATES:

RAIL - WATER Rail to St. Louis $7.26 NT Barge Beyond $3.40 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1216	Barge	$ 5.31 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 5.31 NT

REMARKS: Existing rail rate to Louisville subject to aggregate of 6175 NT per shipment 190M per car. Alternative rail rate constructed on basis of 5.266% of 1st Class based on rate from St. Paul to Louisville, Ky. in WTL 332H ICC A4864.

EXPLANATION OF REFERENCE MARKS

(1)	WTL 332H ICC A4864	(4)	
(2)	SFA 972A ICC S1185	(5)	
(3)		(6)	

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Oats TONNAGE (SHORT TONS) 15928

BEAR ORIGIN Savage, Minn. BEAR DESTINATION Baton Rouge, La.

XXXXXXXXXX CONSTRUCTED To St. Louis $7.26 NT RAIL 28300
RAIL XXXXXXXXXX RATE: Beyond $6.10 NT(1) MILES 1178
Total $13.36 NT

ALTERNATIVE RATES:

RAIL - WATER Rail to St. Louis $7.26 NT Barge Beyond $3.69 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1589	Barge	$ 5.73 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 5.73 NT

REMARKS: Rail rate constructed on basis of 5.266% of 1st Class based on rate from St. Paul to Louisville, Ky. in WTL 332H ICC A4864.

EXPLANATION OF REFERENCE MARKS

(1) SFA 988A ICC S909
(2)
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Oats TONNAGE (SHORT TONS) 19470

BEAR ORIGIN Savage, Minn. BEAR DESTINATION Shawneetown, Ill.

~~EXISTING OR~~ CONSTRUCTED To St. Louis $7.26 NT RAIL 28300
RAIL ~~OR PIPELINE~~ RATE: Beyond $5.70 NT(1) MILES 616
Total $12.96 NT

ALTERNATIVE RATES:

RAIL - WATER Rail to St. Louis $7.26 NT Barge Beyond $2.98 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	982	Barge	$ 4.23
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 4.23 NT

REMARKS:
Constructed rail rate on basis of 5.266% of 1st Class based on rate from St. Paul to Louisville, Ky. in WTL 332H ICC A4864.

EXPLANATION OF REFERENCE MARKS

(1) TL-CTR E772G ICC C945
(2)
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Wheat TONNAGE (SHORT TONS) 26427

BEAR ORIGIN Savage, Minn. BEAR DESTINATION New Orleans, La.

EXISTING ~~OR CONSTRUCTED~~
RAIL ~~OR PIPELINE~~ RATE: $16.70

RAIL 28300
MILES 1210

ALTERNATIVE RATES:

RAIL - WATER Rail to St. Louis $13.20 NT(2) Barge Beyond $3.69 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1723	Barge	$ 5.45 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 5.45 NT

REMARKS:
Existing rail rate subject to aggregate of 1000 NT per shipment.

EXPLANATION OF REFERENCE MARKS

(1) C&NW 16406M ICC 109
(2) WTL 332H ICC A4864
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Wheat

TONNAGE (SHORT TONS) 4585

BEAR ORIGIN Hannibal, Mo.

BEAR DESTINATION New Orleans, La.

EXISTING ~~OR CONSTRUCTED~~ RAIL ~~OR PIPELINE~~ RATE:
To St. Louis $3.90 NT(1)
Beyond $6.10 NT(2)
Total $10.00 NT

RAIL 28300
MILES 811

ALTERNATIVE RATES:

RAIL - WATER Rail to St. Louis $3.90 NT(1) Barge Beyond $3.69 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1173	Barge	$ 4.32 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 4.32 NT

REMARKS:

Existing rail rate beyond St. Louis subject to aggregate of 950 NT per shipment, 190M per car.

EXPLANATION OF REFERENCE MARKS

(1) BN92 ICC 112
(2) SFA 988A ICC S909
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Wheat
TONNAGE (SHORT TONS) 5995

BEAR ORIGIN Havana, Ill.
BEAR DESTINATION Baton Rouge, La.

EXISTING ~~OR CONSTRUCTED~~
RAIL ~~OR PIPELINE~~ RATE: $7.30 NT(1)
RAIL 28300
MILES 763

ALTERNATIVE RATES:

RAIL - WATER Rail to St. Louis $9.00 NT(2) Barge Beyond $3.69 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1068	Barge	$ 4.08 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 4.08 NT

REMARKS:
Existing rail rate subject to aggregate of 475 NT per shipment in shipper owned cars.

EXPLANATION OF REFERENCE MARKS

(1) ICG 602 ICC 36	(4)
(2) ICG 15370 ICC A12192	(5)
(3)	(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Wheat TONNAGE (SHORT TONS) 1694

BEAR ORIGIN Peoria, Ill. BEAR DESTINATION Baton Rouge, La.

EXISTING ~~OR CONSTRUCTED~~ RAIL ~~OR PIPELINE~~ RATE: $7.30 NT(1)

RAIL 28300 MILES 798

ALTERNATIVE RATES:

RAIL - WATER Rail to St. Louis $9.00 NT(2) Barge Beyond $3.69 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1109	Barge	$ 4.15 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 4.15 NT

REMARKS:

Existing rail rate subject to aggregate of 475 NT per shipment in shipper owned cars.

EXPLANATION OF REFERENCE MARKS

(1) ICG 602 ICC 36	(4)
(2) ICG 1537Q ICC A12192	(5)
(3)	(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Wheat

TONNAGE (SHORT TONS) 1373

BEAR ORIGIN Havana, Ill.

BEAR DESTINATION Pascagoula, Miss.

EXISTING ~~OR CONSTRUCTED~~
RAIL ~~OR PIPELINE~~ RATE: $7.30 NT(1)

RAIL 28300
MILES 758

ALTERNATIVE RATES:

RAIL - WATER Rail to St. Louis $9.00 NT(2) Barge Beyond $3.69 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1309	Barge	$ 4.86 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 4.86 NT

REMARKS:

Existing rail rate subject to aggregate of 475 NT per shipment in shipper owned cars.

EXPLANATION OF REFERENCE MARKS

(1) ICG 602 ICC 36

(2) ICG 1537Q ICC A12192

(3)

(4)

(5)

(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Wheat TONNAGE (SHORT TONS) 4537

BEAR ORIGIN Florence, Ill. BEAR DESTINATION New Orleans, La.

EXISTING ~~OR CONSTRUCTED~~ To St. Louis $4.20 NT(1) RAIL 28300
RAIL ~~OR PIPELINE~~ RATE: Beyond $6.10 NT(2) MILES 767
Total $10.30 NT

ALTERNATIVE RATES:

RAIL - WATER Rail to St. Louis $4.20 NT(1) Barge Beyond $3.69 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1137	Barge	$ 4.08 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 4.08

REMARKS:

Existing rail rate beyond St. Louis subject to aggregate of 950 NT per shipment, 190M per car.

EXPLANATION OF REFERENCE MARKS

(1) BN92 ICC 112	(4)
(2) SFA 988A ICC 3909	(5)
(3)	(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY	Wheat	TONNAGE (SHORT TONS)	1386
BEAR ORIGIN	Gregory, Mo.	BEAR DESTINATION	New Orleans, La.

EXISTING ~~OR CONSTRUCTED~~ RAIL ~~OR PIPELINE~~ RATE:

To St. Louis	$3.90 NT(1)	RAIL 28300	
Beyond	$6.10 NT(2)	MILES	860
Total	$10.00 NT		

ALTERNATIVE RATES:

RAIL - WATER   Rail to St. Louis $3.90 NT(1) Barge Beyond $3.69 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1217	Barge	$ 4.46 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 4.46

REMARKS:

Existing rail rate beyond St. Louis subject to aggregate of 950 NT per shipment, 190M per car.

EXPLANATION OF REFERENCE MARKS

(1)	BN92 ICC 112	(4)	
(2)	SFA 988A ICC S909	(5)	
(3)		(6)	

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Wheat TONNAGE (SHORT TONS) 10260

BEAR ORIGIN Pekin, Ill. BEAR DESTINATION New Orleans, La.

EXISTING ~~OR CONSTRUCTED~~
RAIL ~~OR PIPELINE~~ RATE: $7.30 NT(1)
RAIL 28300 MILES 820

ALTERNATIVE RATES:

RAIL - WATER Rail to St. Louis $9.00 NT(2) Barge Beyond $3.69 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1235	Barge	$ 4.22 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 4.22 NT

REMARKS:
Existing rail rate subject to aggregate of 475 NT per shipment in shipper owned cars.

EXPLANATION OF REFERENCE MARKS

(1) ICG 602 ICC 36
(2) ICG 1537Q ICC A12192
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Wheat TONNAGE (SHORT TONS) 10157

BEAR ORIGIN Havana, Ill. BEAR DESTINATION New Orleans, La.

EXISTING ~~OR CONSTRUCTED~~ RAIL 28300
RAIL ~~OR PIPELINE~~ RATE: $7.30 NT(1) MILES 782

ALTERNATIVE RATES:

RAIL - WATER Rail to St. Louis $9.00 NT(2) Barge Beyond $3.69 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1202	Barge	$ 4.08 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 4.08 NT

REMARKS:

Existing rail rate subject to aggregate of 475 NT per shipment in shipper owned cars.

EXPLANATION OF REFERENCE MARKS

(1) ICG 602 ICC 36	(4)
(2) ICG 1537 ICC A12192	(5)
(3)	(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY **Wheat** TONNAGE (SHORT TONS) **32968**

BEAR ORIGIN **St. Paul, Minn.** BEAR DESTINATION **St. Louis, Mo.**

EXISTING ~~OR CONSTRUCTED~~ RAIL ~~OR PIPELINE~~ RATE: **$13.20 NT(1)** RAIL 28300 MILES **524**

ALTERNATIVE RATES:

RAIL - WATER

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	660	Barge	$ 3.23 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 3.23 NT

REMARKS:

EXPLANATION OF REFERENCE MARKS

(1) WTL 332H ICC A4864
(2)
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Wheat TONNAGE (SHORT TONS) 5874

BEAR ORIGIN Savage, Minn. BEAR DESTINATION Baton Rouge, La.

EXISTINGXBRXEBMXXRBLXBB RAIL 28300
RAIL BRXRXRRKXNR RATE: $16.70 NT(1) MILES 1178

ALTERNATIVE RATES:

RAIL - WATER Rail to St. Louis $13.20 NT(2) Barge Beyond $3.69 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1589	Barge	$ 5.65 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 5.65 NT

REMARKS:
Existing rail rate subject to aggregate of 1000 NT per shipment.

EXPLANATION OF REFERENCE MARKS

(1) C&NW 16406M ICC 109
(2) WTL 332H ICC A4864
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Wheat TONNAGE (SHORT TONS) 8090

BEAR ORIGIN Beardstown, Ill. BEAR DESTINATION New Orleans, La.

EXISTING ~~OR CONSTRUCTED~~ To St. Louis $3.90 NT(1) RAIL 28300
RAIL ~~OR PIPELINE~~ RATE: Beyond $6.10 NT(2) MILES 767
Total $10.00 NT

ALTERNATIVE RATES:

RAIL - WATER Rail to St. Louis $3.90 NT(1) Barge Beyond $3.69 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1173	Barge	$ 4.08 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 4.08 NT

REMARKS:

Existing rail rate beyond St. Louis subject to aggregate of 950 NT per shipment, 190M per car.

EXPLANATION OF REFERENCE MARKS

(1)	BN92 ICC 112	(4)	
(2)	SFA 938A ICC S909	(5)	
(3)		(6)	

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Wheat TONNAGE (SHORT TONS) 5369

BEAR ORIGIN Louisiana, Mo. BEAR DESTINATION Pascagoula, Miss.

EXISTING [illegible] To St. Louis $3.90 NT(1) RAIL 28300
RAIL [illegible] RATE: Beyond $6.10 NT(2) MILES 762
Total $10.00 NT

ALTERNATIVE RATES:

RAIL - WATER Rail to St. Louis $3.90 NT(1) Barge Beyond $3.69 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1253	Barge	$ 5.13 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 5.13 NT

REMARKS:
Existing rail rate beyond St. Louis subject to aggregate of 950 NT per shipment, 190M per car.

EXPLANATION OF REFERENCE MARKS

(1) BN92 ICC 112
(2) SFA 988A ICC S909
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Bituminous Coal, Lignite TONNAGE (SHORT TONS) 25794

BEAR ORIGIN St. Louis, Mo. BEAR DESTINATION Cassville, Wis.

~~EXISTING OR~~ CONSTRUCTED
RAIL ~~OR PIPELINE~~ RATE: $7.14 NT

RAIL 28300
MILES 386

ALTERNATIVE RATES:

RAIL - WATER

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton	
CHARGE TO RIVER	57	Rail	$	2.00(2)
HANDLING AT RIVER ORIGIN			$	.32(3)
LINE-HAUL CHARGE	427	Barge	$	2.37
HANDLING AT RIVER DESTINATION				
CHARGE EX RIVER				
OTHER				
		TOTAL	$	4.69 NT

REMARKS: Rail rate constructed on basis of 6.8% of 1st Class rate which is the average of volume rates currently in effect. Existing rail rate is $8.75 NT(1).

EXPLANATION OF REFERENCE MARKS

(1) IFA 122A ICC 1157
(2) IFA 1-L ICC 1081
(3) ICG 703 ICC 33
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Bituminous Coal, Lignite TONNAGE (SHORT TONS) 213304

BEAR ORIGIN St. Louis, Mo. BEAR DESTINATION Cassville, Wis.

~~XXXXXXXXXXX~~ CONSTRUCTED RAIL ~~XXXXXXXXXXX~~ RATE: $7.14 NT

RAIL 28300 MILES 386

ALTERNATIVE RATES:

RAIL - WATER

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton	
CHARGE TO RIVER	57	Rail	$	2.00 NT(2)
HANDLING AT RIVER ORIGIN			$	.32 NT(3)
LINE-HAUL CHARGE	427	Barge	$	2.37 NT
HANDLING AT RIVER DESTINATION				
CHARGE EX RIVER				
OTHER				
		TOTAL	$	4.69 NT

REMARKS: Rail rate constructed on basis of 6.8% of 1st Class rate which is the average of volume rates currently in effect. Existing rail rate is $8.75 NT(1).

EXPLANATION OF REFERENCE MARKS

(1)	IFA 122A ICC 1157	(4)	
(2)	IFA 1-L ICC 1081	(5)	
(3)	ICG 703 ICC 33	(6)	

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITYBituminous Coal, Lignite TONNAGE (SHORT TONS) 213634

BEAR ORIGIN St. Louis, Mo. BEAR DESTINATION Alma, Wis.

XXXXXXXXXXX CONSTRUCTED
RAIL XXXXXXXXXXX RATE: $8.50 NT
RAIL 28300
MILES 543

ALTERNATIVE RATES:

RAIL - WATER

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton	
CHARGE TO RIVER	57	Rail	$	2.00 NT(2)
HANDLING AT RIVER ORIGIN			$	.32 NT(3)
LINE-HAUL CHARGE	572	Barge	$	2.55 NT
HANDLING AT RIVER DESTINATION				
CHARGE EX RIVER				
OTHER				
		TOTAL	$	4.87 NT

REMARKS: Rail rate constructed on basis of 6.8% of 1st Class, which is the average of volume rates currently in effect. Existing rail rate is $9.61 NT(1).

EXPLANATION OF REFERENCE MARKS

(1)	IFA 122A ICC 1157	(4)	
(2)	IFA 1-L ICC 1081	(5)	
(3)	ICG 703 ICC 33	(6)	

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Bituminous Coal, Lignite TONNAGE (SHORT TONS) 195162

BEAR ORIGIN St. Louis, Mo. BEAR DESTINATION St. Paul, Minn.

EXISTING ~~OR CONSTRUCTED~~ RAIL 28300
RAIL ~~OR PIPELINE~~ RATE: $6.49 NT(1) MILES 578

ALTERNATIVE RATES:

RAIL - WATER

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER	57	Rail	$ 2.00 NT(2)
HANDLING AT RIVER ORIGIN			$ .32 NT(3)
LINE-HAUL CHARGE	661	Barge	$ 2.70 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 5.02 NT

REMARKS: Existing rail rate subject to minimum of 3,000 NT per shipment, 140M per car. Single car rate $9.46 NT(1). Constructed rate would exceed present applicable volume rate.

EXPLANATION OF REFERENCE MARKS

(1) IFA 122A ICC 1157	(4)
(2) IFA 1-L ICC 1081	(5)
(3) ICG 703 ICC 33	(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Bituminous Coal, Lignite TONNAGE (SHORT TONS) 12984

BEAR ORIGIN Uniontown, Ky. BEAR DESTINATION St. Paul, Minn.

XXXXXXXXXXOR CONSTRUCTED RAIL 28300
RAIL XXXXXXXXXXX RATE: $9.37 NT MILES 685

Transfer Charge $ .32 NT(2)
ALTERNATIVE RATES: Barge to St. Louis $1.30 NT Rail Beyond $6.49 NT(3)
Total $8.11 NT

RAIL - WATER

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	978	Barge	$ 3.99 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 3.99 NT

REMARKS: River Mine - Rail rate constructed on basis of 6.5% of 1st Class rate, which is the average of volume rates currently in effect. Existing rail rate is $9.58 NT(1).

EXPLANATION OF REFERENCE MARKS

(1)	IC 3100 ICC E-1926	(4)	
(2)	ICG 703 ICC 33	(5)	
(3)	IFA 122A ICC 1157	(6)	

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Bituminous Coal, Lignite TONNAGE (SHORT TONS) 36470

BEAR ORIGIN St. Louis, Mo. BEAR DESTINATION Chicago, Ill.

EXISTING
RAIL RATE: $4.95 NT(1)

RAIL 28300
MILES 295

ALTERNATIVE RATES:

RAIL - WATER

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton	
CHARGE TO RIVER	57	Rail	$	1.86 NT(2)
HANDLING AT RIVER ORIGIN			$	.32 NT(3)
LINE-HAUL CHARGE	361	Barge	$	2.32 NT
HANDLING AT RIVER DESTINATION				
CHARGE EX RIVER				
OTHER				
		TOTAL	$	4.50 NT

REMARKS: Existing rail rate subject to minimum of 2,500 NT per shipment. Single car rate $6.67 NT(1). Constructed rate would exceed present applicable volume rate. Docket 28300 miles shown above from Belleville District (Sparta).

EXPLANATION OF REFERENCE MARKS

(1)	MP 150A ICC 404	(4)	
(2)	IFA 1-L ICC 1081	(5)	
(3)	ICG 703 ICC 33	(6)	

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Bituminous Coal, Lignite TONNAGE (SHORT TONS) 58940

BEAR ORIGIN Uniontown, Ky. BEAR DESTINATION Minneapolis, Minn.

XEXXSTXNGXOR CONSTRUCTED RAILXBRXPXPELXNE RATE: $9.37 NT RAIL 28300 685 MILES

ALTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $1.30 NT Rail Beyond $6.49 NT(3)
Transfer Charge $ .32 NT(2)
Total $8.11 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	992	Barge	$ 4.15 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
TOTAL			$ 4.15 NT

REMARKS: River Mine - Rate constructed on basis of 6.5% of 1st Class rate, which is the average of volume rates currently in effect. Existing rail rate is $9.58 NT(1).

EXPLANATION OF REFERENCE MARKS

(1) IC 3100 ICC E-1926
(2) ICG 703 ICC 33
(3) IFA 122A ICC 1157
(4)
(5)
(6)

Date: March 31, 1975

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Bituminous Coal, Lignite TONNAGE (SHORT TONS) 30306

BEAR ORIGIN Ceredo, W. Va. BEAR DESTINATION Cicero, Ill.

~~EXISTING OR~~ CONSTRUCTED RAIL 28300
RAIL ~~OR PIPELINE~~ RATE: $8.19 NT MILES 512

ALTERNATIVE RATES:

RAIL - WATER
Rail to River $2.56 NT(2) Transfer Charge $ .32 NT(3)
Transfer Charge $ .45 NT Rail Beyond $4.95 NT(4)
Barge to St. Louis $3.52 NT Total $11.80 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER	102	Rail	$ 2.56 NT(2)
HANDLING AT RIVER ORIGIN			$ .45 NT
LINE-HAUL CHARGE	1201	Barge	$ 5.17 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 8.18 NT

REMARKS: Existing rail rate is $8.39 NT(1) subject to minimum 2,000 NT per shipment. Single car rate $8.83 NT(1). Rate constructed on basis of 6.3% of 1st Class, which is the average of volume rates currently in effect.

EXPLANATION OF REFERENCE MARKS

(1) C&O 100M ICC 14255
(2) C&O 2853M ICC 14251
(3) ICG 703 ICC 33
(4) MP 150A ICC 404
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Bituminous Coal, Lignite TONNAGE (SHORT TONS) 13788

BEAR ORIGIN Ceredo, W. Va. BEAR DESTINATION Chicago, Ill.

~~EXISTING OR~~ CONSTRUCTED RAIL ~~OR PIPELINE~~ RATE: $8.19 NT

RAIL 28300
MILES 512

ALTERNATIVE RATES:

RAIL - WATER
Rail to River $2.56 NT(2) Transfer Charge $ .32 NT(3)
Transfer Charge $ .45 NT Rail Beyond $4.95 NT(4)
Barge to St. Louis $3.52 NT Total $11.80 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER	102	Rail	$ 2.56 NT(2)
HANDLING AT RIVER ORIGIN			$ .45 NT
LINE-HAUL CHARGE	1213	Barge	$ 5.13 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 8.14 NT

REMARKS: Existing rail rate is $8.39 NT(1) subject to a minimum of 2,000 NT per shipment. Single car rate $8.83 NT(1). Rate constructed on basis of 6.8% of 1st Class, which is the average of volume rates currently in effect.

EXPLANATION OF REFERENCE MARKS

(1) C&O 100M ICC 14255
(2) C&O 2853M ICC 14251
(3) ICG 703 ICC 33
(4) MP 150A ICC 404
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Bituminous Coal, Lignite TONNAGE (SHORT TONS) 13757

BEAR ORIGIN Grand Rivers, Ky. BEAR DESTINATION St. Paul, Minn.

~~EXISTING OR~~ CONSTRUCTED
RAIL ~~OR PIPELINE~~ RATE: $9.37 NT

RAIL 28300
MILES 700

ALTERNATIVE RATES:

RAIL - WATER
Rail to River $2.07 NT(2) Transfer Charge $ .32 NT(3)
Transfer Charge $ .28 NT(5) Rail Beyond $6.49 NT(4)
Barge to St. Louis $1.01 NT Total $10.17 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER	32	Rail	$ 2.07 NT(2)
HANDLING AT RIVER ORIGIN			$ .28 NT(5)
LINE-HAUL CHARGE	908	Barge	$ 3.16 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 5.51 NT

REMARKS: Rate constructed on basis of 6.5% of 1st Class rate, which is the average of volume rates currently in effect. Existing rail rate is $9.58 NT(1).

EXPLANATION OF REFERENCE MARKS

(1)	SFA 837D ICC S-1163	(4)	IFA 122A ICC 1157
(2)	IC 3010P ICC 1924	(5)	Quotation Baggett Terminal Co.
(3)	ICG 703 ICC 33	(6)	

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Bituminous Coal, Lignite TONNAGE (SHORT TONS) 16486

BEAR ORIGIN Florence, Ala. BEAR DESTINATION Chicago, Ill.

EXISTING ~~OR CONSTRUCTED~~ RAIL ~~OR PIPELINE~~ RATE: $10.02 NT(1) RAIL 28300 MILES 591

ALTERNATIVE RATES:

RAIL - WATER Truck to River $3.00 NT(2) Transfer Charge $ .57 NT(2) Barge to St. Louis $2.32 NT Transfer Charge $ .32 NT(3) Rail Beyond $4.95 NT(4) Total $11.16 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton	
CHARGE TO RIVER	50	Truck	$	3.00 NT(2)
HANDLING AT RIVER ORIGIN			$	.57 NT(2)
LINE-HAUL CHARGE	855	Barge	$	4.27 NT
HANDLING AT RIVER DESTINATION				
CHARGE EX RIVER				
OTHER				
		TOTAL	$	7.84 NT

REMARKS: Coal from strip mine operation average distance 50 miles, operator generally use their own trucks.

EXPLANATION OF REFERENCE MARKS

(1) SFA 838B ICC S-1138

(2) Quotation by Jack Thorn-Florence Port

(3) ICG 703 ICC 33

(4) MP 150A ICC 404

(5)

(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Bituminous Coal, Lignite TONNAGE (SHORT TONS) 64534

BEAR ORIGIN Rochester, Ky. BEAR DESTINATION Alma, Wis.

~~EXISTING OR~~ CONSTRUCTED
RAIL ~~OR PIPELINE~~ RATE: $9.06 NT
RAIL 28300
MILES 652

ALTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $2.00 NT
Transfer Charge $ .32 NT(2)
Rail Beyond $7.61 NT(3)
Total $9.93 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1064	Barge	$ 3.27 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 3.27 NT

REMARKS: River Mine - Rail rate constructed on basis of 6.5% of 1st Class rate, which is the average of volume rates currently in effect. Existing rail rate is $9.91 NT(1).

EXPLANATION OF REFERENCE MARKS

(1)	SFA 837D ICC S-1163	(4)	
(2)	ICG 703 ICC 33	(5)	
(3)	IFA 130P ICC A4944	(6)	

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Bituminous Coal, Lignite TONNAGE (SHORT TONS) 4250

BEAR ORIGIN Ceredo, W. Va. BEAR DESTINATION Minneapolis, Minn.

EXISTING ~~[illegible]~~
RAIL ~~[illegible]~~ RATE: $12.49 NT(1)

RAIL 28300
MILES 907

ALTERNATIVE RATES:

RAIL - WATER
Rail to River $2.56 NT(2)
Transfer Charge $ .45 NT
Barge to St. Louis $3.52 NT
Transfer Charge $ .32 NT(3)
Rail Beyond $6.49 NT(4)
Total $13.34 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER	102	Rail	$ 2.56 NT(2)
HANDLING AT RIVER ORIGIN			$ .45 NT
LINE-HAUL CHARGE	1526	Barge	$ 5.86 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 8.87 NT

REMARKS: Volume does not appear to warrant reduced rate.

EXPLANATION OF REFERENCE MARKS

(1) N&W C&C A3E ICC 13705
(2) C&O 2853M ICC 14251
(3) ICG 703 ICC 33
(4) IFA 122A ICC 1157
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Bituminous Coal, Lignite TONNAGE (SHORT TONS) 18495

BEAR ORIGIN Roseville, Ark. BEAR DESTINATION Cassville, Wis.

~~EXISTING OR~~ CONSTRUCTED RAIL 28300
RAIL ~~OR TRUCK~~ RATE: $10.02 NT MILES 737

ALTERNATIVE RATES:

Transfer Charge $ .32 NT(2)
RAIL - WATER Barge to St. Louis $3.14 NT Rail Beyond $7.14 NT
Total $10.60 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1210	Barge	$ 5.01 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 5.01 NT

REMARKS: Existing rail rate is $18.35 NT(1) made combination over Springfield, Ill. Rate constructed on basis of 6.8% of 1st Class rate which is the average of volume rates currently in effect. Rail beyond constructed same as above.

EXPLANATION OF REFERENCE MARKS

(1) SWL 22F ICC 5162 & IFA 122A ICC 1157
(2) ICG 703 ICC 33
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY **Gasoline** TONNAGE (SHORT TONS) **137258**

BEAR ORIGIN **St. Louis, Mo.** BEAR DESTINATION **Kingston Mines, Ill.**

XRXXRXXXNRXRR CONSTRUCTED RAIL 28300
RAILXRRXRRRRKXNR RATE: $14.60 NT(2) MILES 851

ALTERNATIVE RATES:

XRAKXXXXXWATER **Pipeline to St. Louis $4.94 NT(1) Rail Beyond $5.20 NT(3)**
Total $10.13 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER		**Pipeline**	$ **4.93 NT(1)**
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	184	**Barge**	$ **2.15 NT**
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ **7.08 NT**

REMARKS: **Actual origin Borger, Texas. Pipeline rates include transfer into barges. Through rate is $19.80 NT. Rate constructed on basis of 8.9% of 1st Class. Rate beyond constructed 77½% of present applicable rate $6.80 NT.**

EXPLANATION OF REFERENCE MARKS

(1) **Phillips Pipeline Co. 32T** (4)
(2) **SWL 125Q ICC 5007** **ICC 276** (5)
(3) **IFA 1-107B ICC 1219** (6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY	Gasoline	TONNAGE (SHORT TONS)	3316
BEAR ORIGIN	St. Louis, Mo.	BEAR DESTINATION	Peoria, Ill.
XXXXXXXXXXX CONSTRUCTED RAIL XXXXXXXXXXXXRATE:	$5.20 NT(1)	RAIL 28300 MILES	151

ALTERNATIVE RATES:

RAIL - WATER

TRUCK - XXXXXX $12.25 NT(2)

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	205	Barge	$ 2.26 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 2.26 NT

REMARKS: Rail rate constructed 77½% of present applicable rate $6.80 NT.

EXPLANATION OF REFERENCE MARKS

(1) IFA 1-107B ICC 1219	(4)
(2) Bulk Carriers Conference 21F MF ICC 195	(5)
(3)	(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Gasoline TONNAGE (SHORT TONS) 13703

BEAR ORIGIN St. Louis, Mo. BEAR DESTINATION Peru, Ill.

~~EXISTING OR~~ CONSTRUCTED RAIL 28300
RAIL ~~OR PIPELINE~~ RATE: $6.60 NT(1) MILES 209

ALTERNATIVE RATES:

RAIL - WATER

TRUCK - ~~WATER~~ $16.03 NT(2)

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	265	Barge	$ 2.41 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 2.41 NT

REMARKS: Rail rate constructed 77½% of present applicable rate $8.60 NT.

EXPLANATION OF REFERENCE MARKS

(1) IFA 1-107B ICC 1219	(4)
(2) Bulk Carriers Conference 21F MF ICC 195	(5)
(3)	(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Gasoline TONNAGE (SHORT TONS) 18711

BEAR ORIGIN St. Louis, Mo. BEAR DESTINATION LaCrosse, Wis.

~~EXISTING OR~~ CONSTRUCTED
RAIL ~~OR PIPELINE~~ RATE: $11.40 NT(1) RAIL 28300
MILES 428

ALTERNATIVE RATES:

RAIL - WATER

TRUCK - ~~WATER~~ $29.99 NT(2)

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	520	Barge	$ 3.52 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 3.52 NT

REMARKS: Rail rate constructed 77½% of present applicable rate $14.80 NT.

EXPLANATION OF REFERENCE MARKS

(1) WTL 442C ICC A4922 (4)
(2) Bulk Carriers Conference 21F (5)
(3) MF ICC 195 (6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Gasoline TONNAGE (SHORT TONS) 40197

BEAR ORIGIN Hartford, Ill. BEAR DESTINATION Winona, Minn.

~~EXISTING OR~~ CONSTRUCTED RAIL ~~OR PIPELINE~~ RATE: $11.80 NT(1) RAIL 28300 MILES 456

ALTERNATIVE RATES:

RAIL - WATER

TRUCK - ~~WATER~~ $32.72 NT(2)

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	527	Barge	$ 3.59 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 3.59 NT

REMARKS: Rail rate constructed 77½% of present applicable rate $15.20 NT.

EXPLANATION OF REFERENCE MARKS

(1) WTL 442C ICC A4922 (4)
(2) Bulk Carriers Conference 21F (5)
(3) MF ICC 195 (6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Gasoline TONNAGE (SHORT TONS) 17345

BEAR ORIGIN Hartford, Ill. BEAR DESTINATION St. Paul, Minn.

~~EXISTING OR~~ CONSTRUCTED RAIL ~~OR PIPELINE~~ RATE: $12.00 NT(1) RAIL 28300 MILES 524

ALTERNATIVE RATES:

RAIL - WATER

TRUCK - ~~WATER~~ $38.27 NT(2)

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	643	Barge	$ 3.81 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 3.81 NT

REMARKS: Rail rate constructed 77½% of present applicable rate $15.40 NT.

EXPLANATION OF REFERENCE MARKS

(1) WTL 442C ICC A4922 (4)
(2) Bulk Carriers Conference 21F MF ICC 195 (5)
(3) (6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Gasoline TONNAGE (SHORT TONS) 81230

BEAR ORIGIN Hartford, Ill. BEAR DESTINATION Quincy, Ill.

EXXXXXXEXEK CONSTRUCTED
RAIL XRXXXXXXXXE RATE: $10.00 NT(2) 0 RAIL 28300
MILES 449

ALTERNATIVE RATES:

XXXXXXXXXXX Pipeline to St. Louis $1.80 NT(1) Rail Beyond $5.00 NT(3)
Total $6.80 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER		Pipeline	$ 1.80 NT(1)
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	128	Barge	$ 1.42 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 3.22 NT

REMARKS: Actual origin Ponca City, Okla. Pipeline rates include transfer into barges. Through rate is $13.40 NT. Rate constructed on basis of 8.9% of 1st Class rate. Rate beyond constructed 77½% of present applicable rate $6.40 NT.

EXPLANATION OF REFERENCE MARKS

(1) Continental Pipeline Co. ICC 215 (4)
(2) SWL 125Q ICC 5007 (5)
(3) IFA 1-107B ICC 1219 (6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Gasoline TONNAGE (SHORT TONS) 186148

BEAR ORIGIN Hartford, Ill. BEAR DESTINATION Cicero, Ill.

XXXXXXXXXXXCONSTRUCTED
RAIL XXXXXXXXXXXRATE: $12.60 NT(2) RAIL 28300
MILES 698

ALTERNATIVE RATES:

XXXXXXXXXXXX Pipeline to St. Louis $1.80 NT(1) Rail Beyond $10.60 NT(3)
Total $12.40 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton	
CHARGE TO RIVER		Pipeline	$	1.80 NT(1)
HANDLING AT RIVER ORIGIN				
LINE-HAUL CHARGE	341	Barge	$	3.09 NT
HANDLING AT RIVER DESTINATION				
CHARGE EX RIVER				
OTHER				
		TOTAL	$	4.89 NT

REMARKS: Actual origin Ponca City, Okla. Pipeline rate includes transfer into barges. Through rate is $16.80 NT. Rate constructed on basis of 8.9% of 1st Class. Rate beyond constructed 77½% of present applicable rate of $13.80 NT.

EXPLANATION OF REFERENCE MARKS

(1) Continental Pipeline Co. ICC 215 (4)
(2) SWL 125Q ICC 5007 (5)
(3) IFA 1-107B ICC 1219 (6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Gasoline TONNAGE (SHORT TONS) 60135

BEAR ORIGIN St. Louis, Mo. BEAR DESTINATION Canton, Mo.

XXXXXXXXXXXX CONSTRUCTED
RAIL XXXXXXXXXXXX RATE: $13.20 NT(2)

RAIL 28300
MILES 739

ALTERNATIVE RATES:

XXXXXXXXXXXX Pipeline to St. Louis $4.93 NT(1) Rail Beyond $5.60 NT(3)
Total $10.53 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER		Pipeline	$ 4.93 NT(1)
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	163	Barge	$ 1.20 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 6.13 NT

REMARKS: Actual origin Borger, Tex. Pipeline rates include transfer into barges. Through rate is $17.60 NT. Rate constructed on basis of 8.9% of 1st Class. Rate beyond constructed 77½% of present applicable rate $7.20 NT.

EXPLANATION OF REFERENCE MARKS

(1) Phillips Pipeline Co. 32T
ICC 276
(2) SWL 125Q ICC 5007
(3) IFA 1-107B ICC 1219
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Gasoline TONNAGE (SHORT TONS) 252702

BEAR ORIGIN Hartford, Ill. BEAR DESTINATION North Pekin, Ill.

~~EXISTING OR~~ CONSTRUCTED RAIL ~~OR PIPELINE~~ RATE: $11.40 NT(2) RAIL 28300 MILES 574

ALTERNATIVE RATES:

~~RAIL WATER~~ Pipeline to St. Louis $1.80 NT(1) Rail Beyond $5.20 NT(3)
Total $7.00 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER		Pipeline	$ 1.80 NT(1)
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	179	Barge	$ 2.25 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 4.05 NT

REMARKS: Actual origin Ponca City, Okla. Pipeline rate includes transfer into barges. Through rate is $15.40 NT. Rate constructed on basis of 8.9% of 1st Class. Rate beyond constructed 77½% of present applicable rate $6.80 NT.

EXPLANATION OF REFERENCE MARKS

(1) Continental Pipeline Co. ICC 215
(2) SWL 125Q ICC 5007
(3) IFA 1-107B ICC 1219
(4)
(5)
(6)

Date: March 31, 1975

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Gasoline TONNAGE (SHORT TONS) 11896

BEAR ORIGIN St. Louis, Mo. BEAR DESTINATION LaGrange, Mo.

~~EXISTING OR~~ CONSTRUCTED RAIL ~~OR PIPELINE~~ RATE: $5.00 NT(1) RAIL 28300 MILES 172

ALTERNATIVE RATES:

RAIL - WATER

TRUCK - ~~WATER~~ $11.12 NT (2)

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	160	Barge	$ 1.20 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 1.20 NT

REMARKS: Rail rate constructed 77½% of present applicable rate $6.40 NT.

EXPLANATION OF REFERENCE MARKS

(1) IFA 1-107B ICC 1219
(2) Bulk Carriers Conference 21F MF ICC 195
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Gasoline TONNAGE (SHORT TONS) 27225

BEAR ORIGIN St. Louis, Mo. BEAR DESTINATION Albany, Ill.

~~EXISTING OR~~ CONSTRUCTED RAIL 28300
RAIL ~~OR PIPELINE~~ RATE: $14.60 NT(2) MILES 875

ALTERNATIVE RATES:

~~RAIL-WATER~~ Pipeline to St. Louis $4.93 NT(1) Rail Beyond $11.40 NT(3)
Total $16.33 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER		Pipeline	$ 4.93 NT(1)
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	337	Barge	$ 1.86 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 6.79 NT

REMARKS: Actual origin Borger, Tex. Pipeline rate includes transfer into barges. Through rate is $19.80 NT. Rate constructed on basis of 8.9% of 1st Class. Rate beyond constructed 77½% of present applicable rate of $14.60 NT.

EXPLANATION OF REFERENCE MARKS

(1) Phillips Pipeline Co. 32T ICC 276
(2) SWL 125Q ICC 5007
(3) IFA 1-107B ICC 1219
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Gasoline

TONNAGE (SHORT TONS) 37908

BEAR ORIGIN Ostrica, La.

BEAR DESTINATION North Pekin, Ill.

~~EXISTING OR~~ CONSTRUCTED RAIL ~~OR PIPELINE~~ RATE: $15.60 NT(1)

RAIL 28300
MILES 888

ALTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $4.43 NT Rail Beyond $5.20 NT(2)
Transfer Charge $1.50 NT
Total $11.13 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1304	Barge	$ 5.44 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 5.44 NT

REMARKS: Rail rate constructed 87.5% of present applicable rate $17.80 NT. Rate beyond constructed 77½% of present applicable rate $6.80 NT.

EXPLANATION OF REFERENCE MARKS

(1) SFA 945 ICC S589	(4)
(2) IFA 1-107B ICC 1219	(5)
(3)	(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Gasoline TONNAGE (SHORT TONS) 17426

BEAR ORIGIN Norco, La. BEAR DESTINATION Black River, Wis.

~~EXISTING OR~~ CONSTRUCTED
RAIL ~~OR PIPELINE~~ RATE: $18.80 NT

RAIL 28300
MILES 1096

ALTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $4.03 NT Rail Beyond $11.40 NT(2)
Transfer Charge $ 1.50 NT
Total $16.93 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1535	Barge	$ 6.36 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 6.36 NT

REMARKS: Rail rate constructed 87.5% of present applicable rate $21.40 NT. Rate beyond constructed 77½% present applicable rate $14.60 NT.

EXPLANATION OF REFERENCE MARKS

(1) SFA 945 ICC S589	(4)
(2) WTL 442C ICC A4922	(5)
(3)	(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Gasoline TONNAGE (SHORT TONS) 26815

BEAR ORIGIN St. Louis, Mo. BEAR DESTINATION Bettendorf, Ia.

~~EXISTING OR~~ CONSTRUCTED
RAIL ~~OR PIPELINE~~ RATE: $8.68 NT(1) RAIL 28300
MILES 230

ALTERNATIVE RATES:

RAIL - WATER

TRUCK - ~~WATER~~ $16.33 NT(2)

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	487	Barge	$ 3.29 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 3.29 NT

REMARKS: Rail rate constructed 77½% of present applicable rate $11.20 NT.

EXPLANATION OF REFERENCE MARKS

(1) IFA 101-7B ICC 1219 (4)
(2) Bulk Carriers Conference 21F (5)
(3) MF ICC 195 (6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Gasoline TONNAGE (SHORT TONS) 20362

BEAR ORIGIN Hartford, Ill. BEAR DESTINATION Winona, Minn.

~~EXISTING OR~~ CONSTRUCTED RAIL ~~OR PIPELINE~~ RATE: $12.60 NT(2) RAIL 28300 MILES 689

ALTERNATIVE RATES:

~~RAIL - WATER~~ Pipeline to St. Louis $1.80 NT(1) Rail Beyond $11.80 NT(3)
Total $13.60 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER		Pipeline	$ 1.80 NT(1)
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	521	Barge	$ 3.24 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 5.04 NT

REMARKS: Actual origin Ponca City, Okla. Pipeline rates include transfer into barges. Through rate is $16.80 NT. Rate constructed on basis of 8.9% of 1st Class. Rate beyond constructed 77½% of present applicable rate of $15.20 NT.

EXPLANATION OF REFERENCE MARKS

(1) Continental Pipeline Co. ICC 215
(2) SWL 125Q ICC 5007
(3) WTL 442-C ICC A4922
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Gasoline TONNAGE (SHORT TONS) 58535

BEAR ORIGIN Beaumont, Tex. BEAR DESTINATION Bettendorf, Ia.

CONSTRUCTED RAIL RATE: $15.40 NT(1) RAIL 28300 MILES 970

ALTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $5.44 NT Transfer Charge $1.50 NT Rail Beyond $8.68 NT(2) Total $15.62 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1473	Barge	$ 7.00 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 7.00 NT

REMARKS: Through rate is $22.20 NT. Rate constructed on basis of 8.9% of 1st Class. Rate beyond constructed 77½% of present applicable rate of $11.20 NT.

EXPLANATION OF REFERENCE MARKS

(1) SWL 125Q ICC 5007
(2) IFA 1-107B ICC 1219
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Gasoline

TONNAGE (SHORT TONS) 9940

BEAR ORIGIN Channahan, Ill.

BEAR DESTINATION St. Louis, Mo.

CONSTRUCTED RAIL RATE: $11.00 NT(1)

RAIL 28300 MILES 237

ALTERNATIVE RATES:

RAIL - WATER

TRUCK - $18.10 NT(2)

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	320	Barge	$ 3.02 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 3.02 NT

REMARKS: Rail rate constructed 77½% of present applicable rate $14.20 NT.

EXPLANATION OF REFERENCE MARKS

(1) IFA 1-107B ICC 1219
(2) Bulk Carriers Conference 21F MF ICC 195
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Jet Fuel TONNAGE (SHORT TONS) 38825

BEAR ORIGIN Hartford, Ill. BEAR DESTINATION St. Paul, Minn.

~~EXISTING OR~~ CONSTRUCTED RAIL ~~OR PIPELINE~~ RATE: $12.00 NT(1) RAIL 28300 MILES 524

ALTERNATIVE RATES:

RAIL - WATER

TRUCK -~~WATE~~R $38.27 NT(2)

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	643	Barge	$ 4.47 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 4.47 NT

REMARKS: Rail rate constructed on basis 77½% of present applicable rate of $15.40 NT.

EXPLANATION OF REFERENCE MARKS

(1) WTL 442C ICC A4922	(4)
(2) BCC 22 MF ICC 22	(5)
(3)	(6)

Date: March 31, 1975

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Jet Fuel TONNAGE (SHORT TONS) 2059

BEAR ORIGIN Atreco, Tex. BEAR DESTINATION Cicero, Ill.

XXXXXXXXXX CONSTRUCTED RAIL 28300
RAIL XXXXXXXXXXRATE: $15.60 NT(1) MILES 990

ALTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $4.92 NT Transfer Charge $ 1.50 NT
Rail Beyond $10.60 NT(2)
Total $17.02 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1700	Barge	$ 7.34 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 7.34 NT

REMARKS: Through rate is $22.60 NT. Rate constructed on basis 8.9% 1st Class rate. Rate beyond constructed 77½% of present applicable rate of $13.80 NT.

EXPLANATION OF REFERENCE MARKS

(1) SWL 125Q ICC 5007
(2) IFA 1-107B ICC 1219
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Kerosene TONNAGE (SHORT TONS) 7593

BEAR ORIGIN Violet, La. BEAR DESTINATION Black River, Wis.

~~ESTIMATED OR~~ CONSTRUCTED RAIL ~~OR PIPELINE~~ RATE: $16.60 NT(1)

RAIL 28300
MILES 1096

ALTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $4.29 NT
Transfer Charge $ 1.50 NT
Rail Beyond $11.40 NT(2)
Total $17.19 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1582	Barge	$ 6.74 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 6.74 NT

REMARKS: Through rate is $21.40 NT. Rail rate constructed on basis of 8.9% of 1st Class rate. Rate beyond constructed 77½% of present applicable rate $14.60 NT.

EXPLANATION OF REFERENCE MARKS

(1) SFA 945 ICC S589
(2) WTL 442C ICC A4922
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Kerosene TONNAGE (SHORT TONS) 1841

BEAR ORIGIN New Orleans, La. BEAR DESTINATION Black River, Wis.

~~EXISTING OR~~ CONSTRUCTED RAIL ~~OR PROPOSED~~ RATE: $16.60 NT(1)

RAIL 28300 MILES 1096

ALTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $4.21 NT Transfer Charge $ 1.50 NT Rail Beyond $11.40 NT(2) Total $17.11 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1582	Barge	$ 6.74 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 6.74 NT

REMARKS: Through rate is $21.40 NT. Rail rate constructed on basis of 8.9% of 1st Class rate. Rate beyond constructed 77½% of present applicable rate $14.60 NT.

EXPLANATION OF REFERENCE MARKS

(1) SFA 945 ICC S589
(2) WTL 442C ICC A4922
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Kerosene TONNAGE (SHORT TONS) 7983

BEAR ORIGIN Norco, La. BEAR DESTINATION St. Paul, Minn.

~~PUBLISHED OR~~ CONSTRUCTED RAIL OR ~~PIPELINE~~ RATE: $17.80 NT(1) RAIL 28300 MILES 1210

ALTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $4.13 NT Transfer Charge $ 1.50 NT Rail Beyond $12.00 NT(2) Total $17.63 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1674	Barge	$ 6.64 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 6.64 NT

REMARKS: Through rate is $21.40 NT. Rail rate constructed on basis of 8.9% of 1st Class rate. Rate beyond constructed 77½% of present applicable rate $15.60 NT.

EXPLANATION OF REFERENCE MARKS

(1) SFA 945 ICC S589	(4)
(2) WTL 442C ICC A4922	(5)
(3)	(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Kerosene TONNAGE (SHORT TONS) 3432

BEAR ORIGIN Norco, La. BEAR DESTINATION Black River, Wis.

~~EXISTING OR~~ CONSTRUCTED RAIL ~~OR PIPELINE~~ RATE: $16.60 NT(1) RAIL 28300 MILES 1096

ALTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $4.13 NT Rail Beyond $11.40 NT(2)
Transfer Charge $ 1.50 NT
Total $17.03 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1537	Barge	$ 6.61 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 6.61 NT

REMARKS: Through rate is $21.40 NT. Rail rate constructed on basis of 8.9% of 1st Class rate. Rate beyond constructed 77½% of present applicable rate $14.60 NT.

EXPLANATION OF REFERENCE MARKS

(1) SFA 945 ICC S589
(2) WTL 442C ICC A4922
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Kerosene TONNAGE (SHORT TONS) 5347

BEAR ORIGIN Mount Vernon, Ind. BEAR DESTINATION Cicero, Ill.

~~EXISTING OR~~ CONSTRUCTED RAIL ~~OR PIPELINE~~ RATE: $12.20 NT(2) RAIL 28300 MILES 232

ALTERNATIVE RATES:
Pipeline to Mt. Vernon $ .62 NT(1) Transfer Charge $ 1.50 NT
RAIL - WATER Barge to St. Louis $2.03 NT Rail Beyond $10.60 NT(2)
Total $14.75 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER		Pipeline	$ .62 NT(1
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	689	Barge	$ 4.08 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 4.70 NT

REMARKS: Actual origin Lawrenceville, Ill. Rail rate constructed 77 of present applicable rate $15.80. Rate beyond constructed 77½% of present applicable rate $13.80 NT. Pipeline rates include transfer into barge.

EXPLANATION OF REFERENCE MARKS

(1) Texas Pipeline Co. ICC 1120
(2) IFA 1-107B ICC 1219
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Kerosene TONNAGE (SHORT TONS) 1506

BEAR ORIGIN Mount Vernon, Ind. BEAR DESTINATION Peoria, Ill.

~~EXISTING OR~~ CONSTRUCTED RAIL 28300
RAIL ~~OR PIPELINE~~ RATE: $11.40 NT(2) MILES 180

ALTERNATIVE RATES:
Pipeline to Mt. Vernon $ .62 NT(1) Transfer Charge $1.50 NT
RAIL - WATER Barge to St. Louis $2.03 NT Rail Beyond $5.20 NT(2)
Total $9.35 NT
TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER		Pipeline	$ .62 NT(1)
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	534	Barge	$ 3.66 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 4.28 NT

REMARKS: Actual origin Lawrenceville, Ill. Rail rate constructed 77½% of present applicable rate $14.60 NT. Rate beyond constructed 77½% of present applicable rate $6.80 NT. Pipeline rates include transfer into barge.

EXPLANATION OF REFERENCE MARKS

(1) Texas Pipeline Co. ICC 1120
(2) IFA 1-107B ICC 1219
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Kerosene TONNAGE (SHORT TONS) 2392

BEAR ORIGIN Beaumont, Tex. BEAR DESTINATION Bettendorf, Ia.

CONSTRUCTED RAIL RATE: $15.40 NT(1) RAIL MILES 28300 970

ALTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $5.41 NT Transfer Charge $1.50 NT Rail Beyond $8.68 NT(2) Total $15.59 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1473	Barge	$ 6.60 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 6.60 NT

REMARKS: Through rate is $22.20 NT. Rail rate constructed on basis 8.9% of 1st Class. Rate beyond constructed 77½% of presen applicable rate $11.20 NT.

EXPLANATION OF REFERENCE MARKS

(1) SWL 125Q ICC 5007
(2) IFA 1-107B ICC 1219
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Kerosene TONNAGE (SHORT TONS) 4827

BEAR ORIGIN Beaumont, Tex. BEAR DESTINATION St. Paul, Minn.

~~EXISTING OR~~ CONSTRUCTED
RAIL ~~OR PIPELINE~~ RATE: $17.60 NT(1) RAIL 28300
MILES 1209

ALTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $5.41 NT Transfer Charge $ 1.50 NT
Rail Beyond $12.00 NT(3)
Total $18.91 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1823	Barge	$ 8.60 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 8.60 NT

REMARKS: Through rate is $26.80 NT. Rail rate constructed on basis of 8.9% of 1st Class. Rate beyond constructed 77½% of present applicable rate $15.60 NT.

EXPLANATION OF REFERENCE MARKS

(1) SWL 125Q ICC 5007 (4)
(2) WTL 442C ICC A4922 (5)
(3) (6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Kerosene TONNAGE (SHORT TONS) 11410

BEAR ORIGIN Beaumont, Tex. BEAR DESTINATION Black River, Wis.

~~EXISTING OR~~ CONSTRUCTED RAIL O~~R TRUCK~~ RATE: $17.20 NT(1)

RAIL 28300
MILES 1169

ALTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $5.41 NT
Transfer Charge $ 1.50 NT
Rail Beyond $11.40 NT(2)
Total $18.31 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1679	Barge	$ 8.05 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 8.05 NT

REMARKS: Through rate is $26.00 NT. Rail rate constructed on basis of 8.9% of 1st Class. Rate beyond constructed 77½% of present applicable rate $14.60 NT.

EXPLANATION OF REFERENCE MARKS

(1) SWL 125Q ICC 5007
(2) WTL 442C ICC A4922
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Kerosene TONNAGE (SHORT TONS) 3637

BEAR ORIGIN Beaumont, Tex. BEAR DESTINATION Cicero, Ill.

~~EXISTING OR~~ CONSTRUCTED RAIL ~~OR APPLICABLE~~ RATE: $15.60 NT(1)

RAIL 28300
MILES 990

ALTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $5.41 NT
Transfer Charge $ 1.50 NT
Rail Beyond $10.60 NT(2)
Total $17.51 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1521	Barge	$ 7.99 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 7.99 NT

REMARKS: Through rate is $22.60 NT. Rail rate constructed on basis of 8.9% of 1st Class. Rate beyond constructed 77½% of present applicable rate $13.80 NT.

EXPLANATION OF REFERENCE MARKS

(1) SWL 125Q ICC 5007
(2) IFA 1-107B ICC 1219
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Gas Oil, Fuel Oil TONNAGE (SHORT TONS) 176893

BEAR ORIGIN Hartford, Ill. BEAR DESTINATION North Pekin, Ill.

~~EXISTING OR~~ CONSTRUCTED RAIL ~~OR PIPELINE~~ RATE: $11.40 NT(2) RAIL 28300 MILES 574

ALTERNATIVE RATES:

~~RAIL - WATER~~ Pipeline to St. Louis $1.55 NT(1) Rail Beyond $8.80 NT(
Total $10.35 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER		Pipeline	$ 1.55 NT(1)
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	179	Barge	$ 1.33 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 2.88 NT

REMARKS: Actual origin Ponca City, Okla. Pipeline rates include transfer into barge. Through rate is $15.60 NT. Rate constructed on basis of 8.9% of 1st Class. Rate beyond constructed 77½% of present applicable rate $11.40 NT.

EXPLANATION OF REFERENCE MARKS

(1) Continental Pipe Line Co. (4)
(2) SWL 125Q ICC 5007 ICC 215 (5)
(3) IFA 1-107B ICC 1219 (6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY	Gas Oil, Fuel Oil	TONNAGE (SHORT TONS)	31683
BEAR ORIGIN	St. Louis, Mo.	BEAR DESTINATION	Albany, Ill.
XXXXXXXXXXR CONSTRUCTED RAIL XXXXXXXXXX RATE:	$14.60 NT(2)	RAIL 28300 MILES	875

ALTERNATIVE RATES:

RXXXXXXXXXX Pipeline to St. Louis $4.24 NT(1) Rail Beyond $13.00 NT(3)
Total $17.24 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER		Pipeline	$ 4.24 NT(1)
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	330	Barge	$ 2.20 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 6.44 NT

REMARKS: Actual origin Borger, Texas. Pipeline rates include transfer into barge. Through rate is $19.80 NT. Rate constructed on basis of 8.9% 1st Class. Rate beyond constructed 77½% of present applicable rate $16.80 NT.

EXPLANATION OF REFERENCE MARKS

(1) Phillips Pipe Line Co. 32T ICC 276 (4)
(2) SWL 125Q ICC 5007 (5)
(3) FA 1-107B ICC 1219 (6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Gas Oil, Fuel Oil TONNAGE (SHORT TONS) 32580

BEAR ORIGIN Hartford, Ill. BEAR DESTINATION Quincy, Ill.

~~EXISTING OR~~CONSTRUCTED
RAIL ~~[illegible]~~ RATE: $10.00 NT(2) RAIL 28300
MILES 449

ALTERNATIVE RATES:

~~RAIL-WATER~~ Pipeline to St. Louis $1.55 NT(1) Rail Beyond $8.80 NT(3)
Total $10.35 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER		Pipeline	$ 1.55 NT(1)
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	128	Barge	$ 1.09 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 2.64 NT

REMARKS: Actual origin Ponca City, Okla. Pipeline rates include transfer into barge. Through rate is $13.80 NT. Rate constructed on basis of 8.9% 1st Class. Rate beyond constructed 77½% of present applicable rate $11.40 NT.

EXPLANATION OF REFERENCE MARKS

(1) Continental Pipe Line Co. ICC 215
(2) SWL 125Q ICC 5007
(3) IFA 1-107B ICC 1219
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Gas Oil, Fuel Oil TONNAGE (SHORT TONS) 18583

BEAR ORIGIN Violet, La. BEAR DESTINATION Black River, Wis.

XXXXXXXXXXXX CONSTRUCTED RAIL 28300
RAIL XXXXXXXXXXXX RATE: $16.60 NT(1) MILES 1096

ALTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $4.89 NT
Transfer Charge $ 1.50 NT
Rail Beyond $16.60 NT(2)
Total $22.99 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1582	Barge	$ 6.71 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 6.71 NT

REMARKS: Through rate is $21.40 NT. Rail rate constructed on basis of 8.9% of 1st Class rate. Rate beyond constructed 77½% of present applicable rate of $21.40 NT.

EXPLANATION OF REFERENCE MARKS

(1) SFA 945 ICC S589	(4)
(2) WTL 442C ICC A4922	(5)
(3)	(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Gas Oil, Fuel Oil TONNAGE (SHORT TONS) 1841

BEAR ORIGIN New Orleans, La. BEAR DESTINATION Black River, Wis.

XXXSTXXXGXXRX CONSTRUCTED RAIL XRXXPXPEXXXEX RATE: $16.60 NT(1) RAIL 28300 MILES 1096

ALTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $4.87 NT

Transfer Charge $ 1.50 NT
Rail Beyond $16.60 NT(2)
Total $22.97 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1562	Barge	$ 7.01 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 7.01 NT

REMARKS: Through rate is $21.40 NT. Rail rate constructed on basis of 8.9% of 1st Class rate. Rate beyond constructed 77½% of present applicable rate of $21.40 NT.

EXPLANATION OF REFERENCE MARKS

(1)	SFA 945 ICC S589	(4)	
(2)	WTL 442C ICC A4922	(5)	
(3)		(6)	

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Gas Oil, Fuel Oil TONNAGE (SHORT TONS) 4763

BEAR ORIGIN Memphis, Tenn. BEAR DESTINATION Lyons, Ia.

XXXXXXXXXXXXCONSTRUCTED RAIL 28300
RAIL XXXXXXXXXXXRATE: $11.00 NT(1) MILES 538

ALTERNATIVE RATES:

Transfer Charge $ 1.50 NT

RAIL - WATER Barge to St. Louis $2.27 NT Rail Beyond $13.00 NT(2)
Total $16.77 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	738	Barge	$ 4.08 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 4.08 NT

REMARKS: Through rate is $15.20 NT. Rate constructed on basis of 8.9% of 1st Class rate. Rate beyond constructed 77½% of present applicable rate $16.80 NT.

EXPLANATION OF REFERENCE MARKS

(1)	SWL 125Q ICC 5007	(4)	
(2)	IFA 1-107B ICC 1219	(5)	
(3)		(6)	

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Gas Oil, Fuel Oil TONNAGE (SHORT TONS) 7208

BEAR ORIGIN St. Louis, Mo. BEAR DESTINATION Bettendorf, Ia.

~~EXISTING OR~~ CONSTRUCTED RAIL ~~OR PIPELINE~~ RATE: $13.00 NT(1)

RAIL 28300
MILES 230

ALTERNATIVE RATES:

RAIL - WATER

TRUCK - ~~WATER~~ $19.25 NT(2)

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	307	Barge	$ 2.75 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 2.75 NT

REMARKS: Through rail rate $16.80 NT. Rail rate constructed 77½% of present applicable rate.

EXPLANATION OF REFERENCE MARKS

(1) IFA 1-107B ICC 1219
(2) BCC 21F MF ICC 195
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

OMMODITY Gas Oil, Fuel Oil TONNAGE (SHORT TONS) 6055

EAR ORIGIN St. Louis, Mo. BEAR DESTINATION Fulton, Ill.

XXXXXXXXXXXXCONSTRUCTED
RAIL XXXXXXXXXXXXRATE: $13.00 NT(1) RAIL 28300
MILES 261

LTERNATIVE RATES:

RAIL - WATER

TRUCK - ~~WATER~~X $20.83 NT(2)

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
HARGE TO RIVER			
ANDLING AT RIVER ORIGIN			
INE-HAUL CHARGE	340	Barge	$ 2.42 NT
ANDLING AT RIVER DESTINATION			
HARGE EX RIVER			
THER			
		TOTAL	$ 2.42 NT

EMARKS: Through rail rate $16.80 NT. Rail rate constructed 77½% of present applicable rate.

EXPLANATION OF REFERENCE MARKS

1) IFA 1-107B ICC 1219	(4)
2) BCC 21F MF ICC 195	(5)
3)	(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

ate: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Gas Oil, Fuel Oil TONNAGE (SHORT TONS) 3149

BEAR ORIGIN St. Louis, Mo. BEAR DESTINATION Winona, Minn.

CONSTRUCTED RAIL RATE: $17.00 NT(1) RAIL 28300 MILES 456

ALTERNATIVE RATES:

RAIL - WATER

TRUCK - $38.46 NT(2)

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	545	Barge	$ 3.61 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 3.61 NT

REMARKS: Through rail rate $22.00 NT. Rail rate constructed 77½% of present applicable rate.

EXPLANATION OF REFERENCE MARKS

(1) WTL 442C ICC A4922

(2) BCC 21F MF ICC 195

(3)

(4)

(5)

(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Gas Oil, Fuel Oil TONNAGE (SHORT TONS) 21975

BEAR ORIGIN St. Louis, Mo. BEAR DESTINATION Burlington, Ia.

XXXXXXXXXXX CONSTRUCTED
RAIL XXXXXXXXXX RATE: $13.00 NT(1) RAIL 28300
MILES 190

ALTERNATIVE RATES:

RAIL - WATER

TRUCK - XXXXX $17.21 NT(2)

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	224	Barge	$ 1.76 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 1.76 NT

REMARKS: Through rail rate $16.80 NT. Rail rate constructed 77½% of present applicable rate.

EXPLANATION OF REFERENCE MARKS

(1)	IFA 1-107B ICC 1219	(4)	
(2)	BCC 21F MF ICC 195	(5)	
(3)		(6)	

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Gas Oil, Fuel Oil TONNAGE (SHORT TONS) 84317

BEAR ORIGIN St. Louis, Mo. BEAR DESTINATION Kingston Mines, Ill.

~~EXISTING OR~~ CONSTRUCTED
RAIL ~~OR PROPOSED~~ RATE: $14.60 NT(2) RAIL 28300
MILES 851

ALTERNATIVE RATES:

~~RAIL - WATER~~ Pipeline to St. Louis $4.24 NT(1) Rail Beyond $8.80 NT(3)
Total $13.04 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton	
CHARGE TO RIVER		Pipeline	$	4.24 NT(1)
HANDLING AT RIVER ORIGIN				
LINE-HAUL CHARGE	184	Barge	$	1.26 NT
HANDLING AT RIVER DESTINATION				
CHARGE EX RIVER				
OTHER				
		TOTAL	$	5.50 NT

REMARKS: Actual origin Borger, Texas. Pipeline rates include transfer into barge. Through rate is $19.80 NT. Rate constructed on basis of 8.9% of 1st Class. Rate beyond constructed 77½% of present applicable rate $11.40 NT.

EXPLANATION OF REFERENCE MARKS

(1) Phillips Pipe Line Co. 32T ICC 276 (4)
(2) SWL 125Q ICC 5007 (5)
(3) IFA 1-107B ICC 1219 (6)

Date: March 31, 1975

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Gas Oil, Fuel Oil TONNAGE (SHORT TONS) 2419

BEAR ORIGIN St. Louis, Mo. BEAR DESTINATION Albany, Ill.

XXXXXXXXXXXCONSTRUCTED
RAIL XXXXXXXXXXRATE: $13.00 NT(1)

RAIL 28300
MILES 261

ALTERNATIVE RATES:

RAIL - WATER

TRUCK - XXXXXX $20.83 NT(2)

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	330	Barge	$ 2.22 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 2.22 NT

REMARKS: **Through rail rate $16.80 NT. Rail rate constructed 77½% of present applicable rate.**

EXPLANATION OF REFERENCE MARKS

(1) **IFA 1-107B ICC 1219**	(4)
(2) **BCC 21F MF ICC 195**	(5)
(3)	(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Gas Oil, Fuel Oil TONNAGE (SHORT TONS) 5789

BEAR ORIGIN Hartford, Ill. BEAR DESTINATION North Pekin, Ill.

~~EXISTING OR~~ CONSTRUCTED RAIL 28300
RAIL ~~OR PIPELINE~~ RATE: $11.40 NT(2) MILES 574

ALTERNATIVE RATES:

~~RAIL - WATER~~ Pipeline to St. Louis $1.55 NT(1) Rail Beyond $8.80 NT
Total $10.35 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER		Pipeline	$ 1.55 NT(1)
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	179	Barge	$ 1.33 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 2.88 NT

REMARKS: Actual origin Ponca City, Okla. Pipeline rates include tranf into barge. Through rate is $15.60 NT. Rate constructed on basis of 8.9% of 1st Class. Rate beyond constructed 77½% of present applicable rate $11.40 NT.

EXPLANATION OF REFERENCE MARKS

(1) Continental Pipe Line Co. ICC 215 (4)
(2) SWL 125Q ICC 5007 (5)
(3) IFA 1-107B ICC 1219 (6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Gas Oil, Fuel Oil TONNAGE (SHORT TONS) 4917

BEAR ORIGIN Hartford, Ill. BEAR DESTINATION Albany, Ill.

~~EXISTING OR~~ CONSTRUCTED
RAIL ~~OR PIPELINE~~ RATE: $13.00 NT(1) RAIL 28300
MILES 261

ALTERNATIVE RATES:

RAIL - WATER

TRUCK - ~~WATER~~ $19.22 NT (2)

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	316	Barge	$ 2.15 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 2.15 NT

REMARKS: Through rail rate $16.80 NT. Rail rate constructed 77½% of present applicable rate.

EXPLANATION OF REFERENCE MARKS

(1) IFA 1-107B ICC 1219
(2) BCC 21F MF ICC 195
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Gas Oil, Fuel Oil TONNAGE (SHORT TONS) 11128

BEAR ORIGIN Hartford, Ill. BEAR DESTINATION North Pekin, Ill.

EXXXXXXMEXERXCONSTRUCTED
RAIL ERXPXPEKXMEXRATE: $8.30 NT(1) RAIL 28300
MILES 151

ALTERNATIVE RATES:

RAIL - WATER

TRUCK - WXXEKX $11.61 NT(2)

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	179	Barge	$ 1.38 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 1.38 NT

REMARKS: Through rail rate $11.40 NT. Rail rate constructed 77½% of present applicable rate.

EXPLANATION OF REFERENCE MARKS

(1) IFA 1-107B ICC 1219
(2) BCC 21F MF ICC 195
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Gas Oil, Fuel Oil TONNAGE (SHORT TONS) 2386

BEAR ORIGIN Hartford, Ill. BEAR DESTINATION Minnesota River, Minn.

XXXXXXXXXXXX CONSTRUCTED RAIL 28300
RAIL XXXXXXXXXXX RATE: $19.60 NT(1) MILES 524

ALTERNATIVE RATES:

RAIL - WATER

TRUCK - XXXXX $44.99 NT(2)

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	660	Barge	$ 3.83 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 3.83 NT

REMARKS: Through rail rate $25.70 NT. Rail rate constructed 77½% of present applicable rate.

EXPLANATION OF REFERENCE MARKS

(1) WTL 442C ICC A4922
(2) BCC 21F MF ICC 195
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Gas Oil, Fuel Oil — TONNAGE (SHORT TONS) 5828

BEAR ORIGIN Hartford, Ill. — BEAR DESTINATION Davenport, Ia.

XXXXXXXXXXXX CONSTRUCTED
RAILXXXXXXXXXXXX RATE: $11.40 NT(2) — RAIL 28300 MILES 563

ALTERNATIVE RATES:

XXXXXXXXXXX Pipeline to St. Louis $1.55 NT(1) Rail Beyond $13.00 NT(
Total $14.55 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER		Pipeline	$ 1.55 NT(1)
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	285	Barge	$ 2.30 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 3.85 NT

REMARKS: Actual origin Ponca City, Okla. Pipeline rates include transf into barge. Through rate is $15.60 NT. Rate constructed on basis of 8.9% of 1st Class. Rate beyond constructed 77½% of present applicable rate $16.80 NT.

EXPLANATION OF REFERENCE MARKS

(1)Continental Pipe Line Co. ICC 215 (4)
(2)SWL 125Q ICC 5007 (5)
(3)IFA 1-107B ICC 1219 (6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Gas Oil, Fuel Oil TONNAGE (SHORT TONS) 9362

BEAR ORIGIN Hartford, Ill. BEAR DESTINATION Clinton, Ia.

XXXXXXXXXXR CONSTRUCTED
RAIL XXXXXXXXXXX RATE: $11.60 NT(2)
RAIL 28300
MILES 598

ALTERNATIVE RATES:

~~RAIL - WATER~~ Pipeline to St. Louis $1.55 NT(1) Rail Beyond $13.00 NT(3)
Total $14.55 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER		Pipeline	$ 1.55 NT(1)
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	321	Barge	$ 2.40 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 3.95 NT

REMARKS: Actual origin Ponca City, Okla. Pipeline rates include transfer into barge. Through rate is $15.60 NT. Rate constructed on basis of 8.9% of 1st Class. Rate beyond constructed 77½% of present applicable rate $16.80 NT.

EXPLANATION OF REFERENCE MARKS

(1) Continental Pipeline Co. ICC 215
(2) SWL 125Q ICC 5007
(3) IFA 1-107B ICC 1219
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Gas Oil, Fuel Oil   TONNAGE (SHORT TONS) 24278

BEAR ORIGIN Hartford, Ill.   BEAR DESTINATION Cicero, Ill.

XXXXXXXXXXXXCONSTRUCTED   RAIL 28300
RAIL XXXXXXXXXXXRATE: $12.60 NT(2)   MILES 698

ALTERNATIVE RATES:

XXXXXXXXXXX Pipeline to St. Louis $1.55 NT(1) Rail Beyond $10.00 NT
Total $11.55 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER		Pipeline	$ 1.55 NT(1)
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	338	Barge	$ 2.78 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 4.33 NT

REMARKS: Actual origin Ponca City, Okla. Pipeline rates include tran
into barge. Through rate is $17.00 NT. Rate constructed on
basis of 8.9% of 1st Class. Rate beyond constructed 77½% of
present applicable rate $12.80 NT.

EXPLANATION OF REFERENCE MARKS

(1) Continental Pipe Line Co. ICC(4)
(2) SWL 125Q ICC 5007 215 (5)
(3) IFA 1-107B ICC 1219 (6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Gas Oil, Fuel Oil TONNAGE (SHORT TONS) 2681

BEAR ORIGIN Mount Vernon, Ind. BEAR DESTINATION Rock Island, Ill.

~~EXISTING OR~~ CONSTRUCTED RAIL ~~OR PIPELINE~~ RATE: $18.20 NT(1)

RAIL 28300 MILES 339

ALTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $1.90 NT Transfer Charge $ 1.50 NT
Rail Beyond $13.00 NT(2)
Total $16.40 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	634	Barge	$ 3.74 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 3.74 NT

REMARKS: Rail rate constructed 77½% of present applicable rate $23.40 NT. Rate beyond constructed 77½% of present applicable rate of $16.80 NT.

EXPLANATION OF REFERENCE MARKS

(1) TL CTR 2009 ICC C1008
(2) IFA 1-107B ICC 1219
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Gas Oil, Fuel Oil TONNAGE (SHORT TONS) 22464

BEAR ORIGIN Mount Vernon, Ind. BEAR DESTINATION Cicero, Ill.

~~EXISTING OR~~ CONSTRUCTED
RAIL ~~OR PIPELINE~~ RATE: $9.80 NT(2) RAIL 28300
MILES 232

ALTERNATIVE RATES:
Pipeline to Mt. Vernon $.61 NT(1) Transfer Charge $ 1.50 NT
RAIL - WATER Barge to St. Louis $1.90 NT Rail Beyond $10.00 NT(2)
Total $14.01 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER		Pipeline	$ .61 NT(1)
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	687	Barge	$ 4.08 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 4.69 NT

REMARKS: Actual origin Lawrenceville, Ill. Rate constructed 77½% of present applicable rate of $12.60 NT. Rate beyond constructd 77½% of present applicable rate of $12.80 NT. Pipeline rate include transfer into barge.

EXPLANATION OF REFERENCE MARKS

(1) Texas Pipe Line Co. ICC 1120 (4)
(2) IFA 1-107B ICC 1219 (5)
(3) (6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Gas Oil, Fuel Oil TONNAGE (SHORT TONS) 7228

BEAR ORIGIN Beaumont, Tex. BEAR DESTINATION LaGrange, Mo.

~~EXISTING OR~~ CONSTRUCTED RAIL ~~OR PIPELINE~~ RATE: $14.80 NT(1)

RAIL 28300 MILES 912

ALTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $5.52 NT Transfer Charge $ 1.50 NT
Rail Beyond $12.20 NT(2)
Total $19.22 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1322	Barge	$ 6.40 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 6.40 NT

REMARKS: Through rate is $21.40 NT. Rate constructed on basis of 8.9% of 1st Class rate. Rate beyond constructed 77½% of present applicable rate $15.80 NT.

EXPLANATION OF REFERENCE MARKS

(1) SWL 125Q ICC 5007
(2) IFA 1-107B ICC 1219
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Gas Oil, Fuel Oil TONNAGE (SHORT TONS) 5264

BEAR ORIGIN Beaumont, Tex. BEAR DESTINATION St. Paul, Minn.

CONSTRUCTED RAIL RATE: $17.60 NT(1) RAIL 28300 MILES 1209

ALTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $5.52 NT Transfer Charge $ 1.50 NT
Rail Beyond $19.60 NT(2)
Total $27.62 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1823	Barge	$ 8.65 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 8.65 NT

REMARKS: Through rate is $27.00 NT. Rate constructed on basis of 8.9% of 1st Class rate. Rate beyond constructed 77½% of present applicable rate of $25.40 NT.

EXPLANATION OF REFERENCE MARKS

(1) SWL 125Q ICC 5007	(4)
(2) WTL 442C ICC A4922	(5)
(3)	(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Gas Oil, Fuel Oil   TONNAGE (SHORT TONS) 10600

BEAR ORIGIN Beaumont, Tex.   BEAR DESTINATION Cicero, Ill.

~~EXISTING OR~~ CONSTRUCTED RAIL ~~OR PIPELINE~~ RATE: $15.60 NT(1)   RAIL 28300 MILES 990

ALTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $5.52 NT   Transfer Charge $ 1.50 NT
Rail Beyond $10.00 NT(2)
Total $17.02 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1521	Barge	$ 7.41 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 7.41 NT

REMARKS: Through rate is $22.60 NT. Rate constructed on basis of 8.9% of 1st Class rate. Rate beyond constructed 77½% of present applicable rate $12.80 NT.

EXPLANATION OF REFERENCE MARKS

(1) SWL 125Q ICC 5007	(4)
(2) IFA 1-107B ICC 1219	(5)
(3)	(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Gas Oil, Fuel Oil TONNAGE (SHORT TONS) 33838

BEAR ORIGIN Port Arthur, Tex. BEAR DESTINATION Cicero, Ill.

~~EXISTING OR~~ CONSTRUCTED RAIL ~~OR PIPELINE~~ RATE: $15.60 NT(1) RAIL 28300 MILES 990

ALTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $5.52 NT

Transfer Charge $ 1.50 NT
Rail Beyond $10.00 NT(2)
Total $17.02 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1515	Barge	$ 7.41 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 7.41 NT

REMARKS: Through rate is $22.60 NT. Rate constructed on basis of 8.9% of 1st Class rate. Rate beyond constructed 77½% of present applicable rate $12.80 NT.

EXPLANATION OF REFERENCE MARKS

(1) SWL 125Q ICC 5007
(2) IFA 1-107B ICC 1219
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Gas Oil, Fuel Oil TONNAGE (SHORT TONS) 6166

BEAR ORIGIN Port Arthur, Tex. BEAR DESTINATION Cicero, Ill.

~~[illegible]~~ CONSTRUCTED
RAIL ~~[illegible]~~ RATE: $15.60 NT(1)

RAIL 28300
MILES 990

ALTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $5.52 NT
Transfer Charge $ 1.50 NT
Rail Beyond $10.00 NT(2)
Total $17.02 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1515	Barge	$ 7.41 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 7.41 NT

REMARKS: Through rate is $22.60. Rate constructed on basis of 8.9% of 1st Class rate. Rate beyond constructed 77½% of present applicable rate $12.80 NT.

EXPLANATION OF REFERENCE MARKS

(1) SWL 125Q ICC 5007	(4)
(2) IFA 1-107B ICC 1219	(5)
(3)	(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Gas Oil, Fuel Oil TONNAGE (SHORT TONS) 3124

BEAR ORIGIN Cicero, Ill. BEAR DESTINATION St. Louis, Mo.

CONSTRUCTED RAIL RATE: $10.00 NT(1) RAIL 28300 MILES 276

ALTERNATIVE RATES:

RAIL - WATER

TRUCK - $23.17 NT(2)

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	359	Barge	$ 2.69 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 2.69 NT

REMARKS: Through rail rate $12.80 NT. Rail rate constructed 77½% of present applicable rate.

EXPLANATION OF REFERENCE MARKS

(1)	IFA 1-107B ICC 1219	(4)	
(2)	BCC 21F MF ICC 195	(5)	
(3)		(6)	

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Residual Fuel Oil TONNAGE (SHORT TONS) 1212

BEAR ORIGIN Hartford, Ill. BEAR DESTINATION Peru, Ill.

XXXXXXXXXX CONSTRUCTED
RAIL XXXXXXXXXXX RATE: $7.40 NT(1) RAIL 28300 MILES 209

ALTERNATIVE RATES:

RAIL - WATER

TRUCK - WAXXXX $15.17 NT (2)

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	242	Barge	$ 2.43 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 2.43 NT

REMARKS: Rail rate constructed on basis of 9.5% of 1st Class rate.

EXPLANATION OF REFERENCE MARKS

(1)	IFA 1-107B ICC 1219	(4)	
(2)	BCC 21F MF ICC 195	(5)	
(3)		(6)	

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Residual Fuel Oil TONNAGE (SHORT TONS) 13964

BEAR ORIGIN Hartford, Ill. BEAR DESTINATION Peru, Ill.

CONSTRUCTED RAIL RATE: $7.40 NT(1) RAIL 28300 MILES 209

ALTERNATIVE RATES:

RAIL - WATER

TRUCK - ~~WATER~~ $15.17 NT(2)

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	242	Barge	$ 2.33 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 2.33 NT

REMARKS: Rail rate constructed on basis of 9.5% of 1st Class rate.

EXPLANATION OF REFERENCE MARKS

(1) IFA 1-107B ICC 1219
(2) BCC 21F MF ICC 195
(3)
(4)
(5)
(6)

Date: March 31, 1975

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Residual Fuel Oil TONNAGE (SHORT TONS) 33055

BEAR ORIGIN Mount Vernon, Ind. BEAR DESTINATION Cicero, Ill.

XXXXXXXGXDRXCONSTRUCTED RAIL 28300
RAIL ERXPXXPEXXNE RATE: $7.80 NT(1) MILES 232

ALTERNATIVE RATES:
Pipeline to Mt. Vernon $.52 NT(2) Transfer Charge $1.50 NT
RAIL - WATER Barge to St. Louis $1.93 NT Rail Beyond $8.40 NT(1)
Total $12.35 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER		Pipeline	$ .52 NT(2)
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	687	Barge	$ 4.25 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 4.77 NT

REMARKS: Actual origin Lawrenceville, Ill. Rail rate constructed 9.5% of 1st Class rate. Rate beyond constructed 9.5% of 1st Class rate. Pipeline rates include transfer into barge.

EXPLANATION OF REFERENCE MARKS

(1) IFA 1-107B ICC 1219 (4)
(2) Texas Pipe Line Co. ICC 1120 (5)
(3) (6)

CHARLES DONLEY AND ASSOCIATES
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Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Residual Fuel Oil TONNAGE (SHORT TONS) 154521

BEAR ORIGIN Violet, La. BEAR DESTINATION Cicero, Ill.

XXXXXXXXXXXXCONSTRUCTED
RAIL XXXXXXXXXXX RATE: $15.80 NT(1)

RAIL 28300 MILES 890

ALTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $5.49 NT Transfer Charge $1.50 NT
Rail Beyond $8.40 NT(2)
Total $15.39 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1415	Barge	$ 7.35 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 7.35 NT

REMARKS: Rail rate constructed on basis of 9.5% of 1st Class rate.
Rate beyond constructed on basis of 9.5% of 1st Class rate.

EXPLANATION OF REFERENCE MARKS

(1) SFA 945 ICC S589
(2) IFA 1-107B ICC 1219
(3)
(4)
(5)
(6)

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(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Residual Fuel Oil TONNAGE (SHORT TONS) 10746

BEAR ORIGIN New Orleans, La. BEAR DESTINATION Cicero, Ill.

CONSTRUCTED
RAIL RATE: $15.80 NT(1)

RAIL 28300
MILES 890

ALTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $5.49 NT Transfer Charge $1.50 NT
Rail Beyond $8.40 NT(2)
Total $15.39 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1399	Barge	$ 7.33 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 7.33 NT

REMARKS: Rail rate constructed on basis of 9.5% of 1st Class rate.
Rate beyond constructed on basis of 9.5% of 1st Class rate.

EXPLANATION OF REFERENCE MARKS

(1) SFA 945 ICC S589
(2) IFA 1-107B ICC 1219
(3)
(4)
(5)
(6)

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Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Residual Fuel Oil

TONNAGE (SHORT TONS) 58673

BEAR ORIGIN Norco, La.

BEAR DESTINATION Cicero, Ill.

~~EXISTING OR~~ CONSTRUCTED RAIL ~~OR PIPELINE~~ RATE: $15.80 NT(1)

RAIL 28300 MILES 890

ALTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $5.34 NT Transfer Charge $1.50 NT Rail Beyond $8.40 NT(2) Total $15.24 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1372	Barge	$ 7.33 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
TOTAL			$ 7.33 NT

REMARKS: Rail constructed on basis of 9.5% of 1st Class rate. Rate beyond constructed on basis of 9.5% of 1st Class rate.

EXPLANATION OF REFERENCE MARKS

(1)	SFA 945 ICC S589	(4)	
(2)	IFA 1-107B ICC 1219	(5)	
(3)		(6)	

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Residual Fuel Oil TONNAGE (SHORT TONS) 37107

BEAR ORIGIN Baton Rouge, La. BEAR DESTINATION Cicero, Ill.

XXXXXXNEXBKXCONSTRUCTED RAIL 28300
RAIL BKXRXRBKXXNKXRATE: $15.40 NT(1) MILES 872

ALTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $4.82 NT Transfer Charge $1.50 NT
Rail Beyond $8.40 NT(2)
Total $14.72 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1265	Barge	$ 6.90 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 6.90 NT

REMARKS: Rail rate constructed on basis of 9.5% of 1st Class rate.
Rate beyond constructed on basis of 9.5% of 1st Class rate.

EXPLANATION OF REFERENCE MARKS

(1) SFA 945 ICC S589	(4)
(2) IFA 1-107B ICC 1219	(5)
(3)	(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Residual Fuel Oil   TONNAGE (SHORT TONS) 12044

BEAR ORIGIN Baton Rouge, La.   BEAR DESTINATION Havana, Ill.

CONSTRUCTED
RAIL RATE: $14.40 NT(1)   RAIL 28300
MILES 763

ALTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $4.82 NT Transfer Charge $1.50 NT
Rail Beyond $5.80 NT(2)
Total $12.12 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1068	Barge	$ 5.90 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 5.90 NT

REMARKS: Rail rate constructed on basis of 9.5% of 1st Class rate.
Rate beyond constructed on basis of 9.5% of 1st Class rate.

EXPLANATION OF REFERENCE MARKS

(1) SFA 945 ICC S589
(2) IFA 1-107B ICC 1219
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

OMMODITY Residual Fuel Oil TONNAGE (SHORT TONS) 1422

EAR ORIGIN Memphis, Tenn. BEAR DESTINATION Peru, Ill.

XXXXXXXXXXXX CONSTRUCTED
RAIL XXXXXXXXXXX RATE: $11.00 NT(1) RAIL 28300 MILES 467

LTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $2.41 NT Transfer Charge $1.50 NT
Rail Beyond $7.40 NT(2)
Total $11.31 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
HARGE TO RIVER			
ANDLING AT RIVER ORIGIN			
INE-HAUL CHARGE	658	Barge	$ 4.14 NT
ANDLING AT RIVER DESTINATION			
HARGE EX RIVER			
THER			
		TOTAL	$ 4.14 NT

EMARKS: Rail rate constructed on basis of 9.5% of 1st Class rate.
Rate beyond constructed on basis of 9.5% of 1st Class rate.

EXPLANATION OF REFERENCE MARKS

(1)	SFA 945 ICC S589	(4)	
(2)	IFA 1-107B ICC 1219	(5)	
(3)		(6)	

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Residual Fuel Oil TONNAGE (SHORT TONS) 7756

BEAR ORIGIN Hartford, Ill. BEAR DESTINATION Cicero, Ill.

[illegible] CONSTRUCTED RAIL [illegible] RATE: $8.40 NT(1) RAIL 28300 MILES 276

ALTERNATIVE RATES:

RAIL - WATER

TRUCK - [illegible] $19.31 NT(2)

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	341	Barge	$ 2.46 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 2.46 NT

REMARKS: Rail rate constructed on basis of 9.5% of 1st Class rate.

EXPLANATION OF REFERENCE MARKS

(1) IFA 1-107B ICC 1219
(2) BCC 21F MF ICC 195
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Residual Fuel Oil TONNAGE (SHORT TONS) 5891

BEAR ORIGIN Hartford, Ill. BEAR DESTINATION St. Paul, Minn.

XXXXXXXXXXXXCONSTRUCTED
RAIL XXXXXXXXXXXXRATE: $11.60 NT(1) RAIL 28300
MILES 524

ALTERNATIVE RATES:

RAIL - WATER

TRUCK - XXXXXX $38.11 NT(2)

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	643	Barge	$ 4.04 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 4.04 NT

REMARKS: Rail rate constructed on basis of 9.5% of 1st Class rate.

EXPLANATION OF REFERENCE MARKS

(1) WTL 442C ICC A4922
(2) BCC 21F MF ICC 195
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Residual Fuel Oil TONNAGE (SHORT TONS) 55356

BEAR ORIGIN Mount Vernon, Ind. BEAR DESTINATION Cicero, Ill.

~~EXISTING OR~~ CONSTRUCTED
RAIL ~~OR PIPELINE~~ RATE: $7.80 NT(1) RAIL 28300 MILES 232

ALTERNATIVE RATES:
Pipeline to Mt. Vernon $.52 NT(2) Transfer Charge $1.50 NT
RAIL - WATER Barge to St. Louis $1.93 NT Rail Beyond $8.40 NT(1)
Total $12.35 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER		Pipeline	$ .52 NT(2)
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	689	Barge	$ 4.25 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 4.77 NT

REMARKS: Actual origin Lawrenceville, Ill. Rail rate constructed 9.5% of 1st Class rate. Rate beyond constructed 9.5% of 1st Class rate. Pipeline rates include transfer into barge.

EXPLANATION OF REFERENCE MARKS

(1) IFA 1-107B ICC 1219
(2) Texas Pipe Line Co. ICC 1120
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
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Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY **Residual Fuel Oil** TONNAGE (SHORT TONS) 1376

BEAR ORIGIN **Beaumont, Tex.** BEAR DESTINATION **St. Paul, Minn.**

CONSTRUCTED RAIL RATE: $18.00 NT(1) RAIL 28300 MILES 1209

ALTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $5.76 NT
Transfer Charge $ 1.50 NT
Rail Beyond $11.60 NT(2)
Total $18.86 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1825	Barge	$ 8.65 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 8.65 NT

REMARKS: Rail rate constructed 80% of present applicable rate of $22.60 NT. Rate beyond constructed 9.5% of 1st Class rate.

EXPLANATION OF REFERENCE MARKS

(1) SWL 125Q ICC 5007
(2) WTL 442C ICC A4922
(3)
(4)
(5)
(6)

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(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Residual Fuel Oil TONNAGE (SHORT TONS) 1410

BEAR ORIGIN Texas City, Tex. BEAR DESTINATION Cicero, Ill.

~~EXISTING OR~~ CONSTRUCTED
RAIL ~~OR PIPELINE~~ RATE: $17.80 NT(1) RAIL 28300
MILES 1035

ALTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $6.09 NT Transfer Charge $1.50 NT
Rail Beyond $8.40 NT(2)
Total $15.99 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1583	Barge	$ 8.07 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 8.07 NT

REMARKS: Rail rate constructed 80% of present applicable rate $22.20 NT
Rate beyond constructed 9.5% of 1st Class rate.

EXPLANATION OF REFERENCE MARKS

(1) SWL 1250 ICC 5007
(2) IFA 1-107B ICC 1219
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Residual Fuel Oil TONNAGE (SHORT TONS) 8254

BEAR ORIGIN Texas City, Tex. BEAR DESTINATION Cicero, Ill.

XXXXXXXXXX CONSTRUCTED RAIL XXXXXXXXXX RATE: $17.80 NT(1)

RAIL 28300 MILES 1035

ALTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $6.09 NT Transfer Charge $1.50 NT
Rail Beyond $8.40 NT(2)
Total $15.99 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1583	Barge	$ 8.33 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 8.33 NT

REMARKS: Rail rate constructed 80% of present applicable rate $22.20 NT. Rate beyond constructed 9.5% of 1st Class rate.

EXPLANATION OF REFERENCE MARKS

(1)	SWL 125Q ICC 5007	(4)	
(2)	IFA 1-107B ICC 1219	(5)	
(3)		(6)	

Date: March 31, 1975

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Residual Fuel Oil TONNAGE (SHORT TONS) 156507

BEAR ORIGIN Dolton, Ill. BEAR DESTINATION Hartford, Ill.

~~EXISTING OR~~ CONSTRUCTED RAIL ~~OR PROPORTIONAL~~ RATE: $8.40 NT(1) RAIL 28300 MILES 276

ALTERNATIVE RATES:

RAIL - WATER

TRUCK - ~~WATER~~ $18.60 NT(2)

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	344	Barge	$ 2.05 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 2.05 NT

REMARKS: Rail rate constructed on basis of 9.5% of 1st Class rate.

EXPLANATION OF REFERENCE MARKS

(1) IFA 1-107B ICC 1219
(2) BCC 21F MC ICC 195
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY **Residual Fuel Oil** TONNAGE (SHORT TONS) **48228**

BEAR ORIGIN **Corpus Christi, Tex.** BEAR DESTINATION **Havana, Ill.**

~~EXISTING OR~~ CONSTRUCTED RAIL ~~OR PROPORTIONAL~~ RATE: **$17.20 NT(1)** RAIL 28300 MILES **1115**

ALTERNATIVE RATES:

RAIL - WATER **Barge to St. Louis $7.10 NT**
Transfer Charge $1.50 NT
Rail Beyond $5.80 NT(2)
Total $14.40 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1588	Barge	$ 8.23 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 8.23 NT

REMARKS: **Rail rate constructed 80% of present applicable rate of $21.40 NT. Rate beyond constructed 9.5% of 1st Class rate.**

EXPLANATION OF REFERENCE MARKS

(1) **SWL 125Q ICC 5007**	(4)
(2) **IFA 1-107B ICC 1219**	(5)
(3)	(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Lubricating Oils, Grease TONNAGE (SHORT TONS) 74138

BEAR ORIGIN Lake Charles, La. BEAR DESTINATION Cicero, Ill.

EXISTING ~~OR CONSTRUCTED~~ RAIL 28300
RAIL ~~OR PIPELINE~~ RATE: $15.80 NT(1) MILES 939

ALTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $6.20 NT Transfer Charge $1.50 NT
Rail Beyond $6.20 NT(2)
Total $13.90 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1478	Barge	$ 8.28 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 8.28 NT

REMARKS: Rail rate beyond constructed on basis of rate from Hartford, Ill

EXPLANATION OF REFERENCE MARKS

(1) SWL 125Q ICC 5007
(2) IFA 1-107B ICC 1219
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Lubricating Oils, Grease TONNAGE (SHORT TONS) 44889

BEAR ORIGIN Houston, Tex. BEAR DESTINATION Indiana Harbor, Ind.

EXISTING ~~OR CONSTRUCTED~~ RAIL ~~OR PIPELINE~~ RATE: $15.80 NT(1) RAIL 28300 MILES 1035

ALTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $7.06 NT Transfer Charge $1.50 NT Rail Beyond $6.20 NT(2) Total $14.76 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1641	Barge	$ 9.25 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 9.25 NT

REMARKS: Rail rate beyond constructed on basis of rate from Hartford, Ill.

EXPLANATION OF REFERENCE MARKS

(1) SWL 125Q ICC 5007
(2) IFA 1-107B ICC 1219
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Lubricating Oils, Grease TONNAGE (SHORT TONS) 19414

BEAR ORIGIN Port Arthur, Tex. BEAR DESTINATION Cicero, Ill.

EXISTING XXXXXXXXXXXXXX
RAIL XXXXXXXXXX RATE: $15.80 NT(1)

RAIL 28300
MILES 990

ALTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $6.45 NT
Transfer Charge $1.50 NT
Rail Beyond $6.20 NT(2)
Total $14.15 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1521	Barge	$ 8.42 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 8.42 NT

REMARKS: Rail rate beyond constructed on basis of rate from Hartford, Ill

EXPLANATION OF REFERENCE MARKS

(1)	SWL 125Q ICC 5007	(4)	
(2)	IFA 1-107B ICC 1219	(5)	
(3)		(6)	

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Lubricating Oils, Grease TONNAGE (SHORT TONS) 16103

BEAR ORIGIN Beaumont, Tex. BEAR DESTINATION St. Paul, Minn.

XXXXXXXXXX CONSTRUCTED RAIL 28300
RAIL XXXXXXXXXXX RATE: $17.20 NT(1) MILES 1209

ALTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $6.45 NT Transfer Charge $ 1.50 NT
Rail Beyond $15.20 NT(2)
Total $23.15 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1818	Barge	$ 9.53 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 9.53 NT

REMARKS: Through rail rate is $27.00 NT. Rate constructed on basis of 8.7% of 1st Class rate.

EXPLANATION OF REFERENCE MARKS

(1) SWL 125Q ICC 5007	(4)
(2) WTL 2000J ICC A4669	(5)
(3)	(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Lubricating Oils, Grease TONNAGE (SHORT TONS) 2040

BEAR ORIGIN Indiana Harbor, Ind. BEAR DESTINATION Galena Park, Tex.

[illegible] CONSTRUCTED RAIL [illegible] RATE: $15.80 NT(1)

RAIL 28300 MILES 1035

ALTERNATIVE RATES:

RAIL - WATER Rail to St. Louis $6.20 NT(2) Transfer Charge $1.50 NT Barge Beyond $5.51 NT Total $13.21 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1768	Barge	$ 7.75 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 7.75 NT

REMARKS: Rail rate constructed on basis of existing rate in reverse direction.

EXPLANATION OF REFERENCE MARKS

(1) SWL 113-I ICC 5137	(4)
(2) IFA 1-107B ICC 1219	(5)
(3)	(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Lubricating Oils, Grease TONNAGE (SHORT TONS) 7212

BEAR ORIGIN Indiana Harbor, Ind. BEAR DESTINATION Hartford, Ill.

EXISTING ~~OR CONSTRUCTION~~ RAIL 28300
RAIL ~~OR PIPELINE~~ RATE: $6.20 NT(1) MILES 276

ALTERNATIVE RATES:

RAIL - WATER

TRUCK - ~~WATER~~ $20.29 NT(2)

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	356	Barge	$ 2.75 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 2.75 NT

REMARKS:

EXPLANATION OF REFERENCE MARKS

(1) IFA 1-107B ICC 1219	(4)
(2) BCC 21F MF ICC 195	(5)
(3)	(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Aliphatic Naptha TONNAGE (SHORT TONS) 5847

BEAR ORIGIN Hartford, Ill. BEAR DESTINATION Indiana Harbor, Ind.

XXXXXXXXXXXXXX CONSTRUCTED
RAIL XXXXXXXXXXXX RATE: $9.80 NT(1) RAIL 28300
MILES 276

ALTERNATIVE RATES:

RAIL - WATER

TRUCK - XXXXX $15.57 NT(2)

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	356	Barge	$ 2.88 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 2.88 NT

REMARKS: Rail rate constructed 77½% of present applicable rate $12.60 NT.

EXPLANATION OF REFERENCE MARKS

(1) IFA 1-107B ICC 1219
(2) BCC 28 MF ICC 28
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Aliphatic Naptha TONNAGE (SHORT TONS) 7847

BEAR ORIGIN Houston, Tex. BEAR DESTINATION Cicero, Ill.

EXISTING ~~OR CONSTRUCTED~~ RAIL 28300
RAIL ~~OR PIPELINE~~ RATE: $16.20 NT(1) MILES 1035

ALTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $6.60 NT
Transfer Charge $1.50 NT
Rail Beyond $9.80 NT(2)
Total $17.90 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1623	Barge	$ 8.22 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 8.22 NT

REMARKS: Rail beyond rate constructed 77½% of present applicable rate $12.60 NT.

EXPLANATION OF REFERENCE MARKS

(1) SWL 125Q ICC 5007	(4)
(2) IFA 1-107B ICC 1219	(5)
(3)	(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY **Aliphatic Naptha** TONNAGE (SHORT TONS) **1074**

BEAR ORIGIN Kenova, W. Va. BEAR DESTINATION **Cicero, Ill.**

XXXXXXXXXXXR CONSTRUCTED RAIL 28300
RAIL XXXXXXXXXXXE RATE: $16.80 NT(1) MILES **402**

ALTERNATIVE RATES:

RAIL - WATER **Barge to St. Louis $4.76 NT**
Transfer Charge $1.50 NT
Rail Beyond $9.80 NT(2)
Total $16.06 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	**1200**	**Barge**	$ **6.90 NT**
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ **6.90 NT**

REMARKS: **Rail rate published from Catlettsburg, Ky. Rail beyond rate constructed on basis of 77½% of present applicable rate $12.60 NT.**

EXPLANATION OF REFERENCE MARKS

(1) **TL CTR E2009**
(2) **IFA 1-107B ICC 1219**
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Aliphatic Naptha TONNAGE (SHORT TONS) 18136

BEAR ORIGIN Beaumont, Tex. BEAR DESTINATION Cicero, Ill.

EXISTING ~~OR CONTRACT~~ RAIL 28300
RAIL ~~OR TRUCK~~ RATE: $16.20 NT(1) MILES 990

ALTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $5.99 NT Transfer Charge $1.50 NT Rail Beyond $9.80 NT(2) Total $17.29 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1516	Barge	$ 8.22 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 8.22 NT

REMARKS: Rail beyond rate constructed 77½% of present applicable rate $12.60 NT.

EXPLANATION OF REFERENCE MARKS

(1) SWL 125Q ICC 5007	(4)
(2) IFA 1-107B ICC 1219	(5)
(3)	(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Petroleum Asphalt TONNAGE (SHORT TONS) 74424

BEAR ORIGIN Hartford, Ill. BEAR DESTINATION Cicero, Ill.

EXISTING ~~OR CONSTRUCTED~~
RAIL ~~OR PIPELINE~~ RATE: $10.20 NT(1)
RAIL 28300
MILES 276

ALTERNATIVE RATES:

RAIL - WATER

TRUCK - ~~WATER~~ $17.60 NT(2)

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	341	Barge	$ 3.22 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 3.22 NT

REMARKS:

EXPLANATION OF REFERENCE MARKS

(1) IFA 1-107B ICC 1219
(2) BCC 22 MF ICC 22
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Petroleum Asphalt TONNAGE (SHORT TONS) 11862

BEAR ORIGIN Hartford, Ill. BEAR DESTINATION Cicero, Ill.

EXISTING [illegible]
RAIL[illegible] RATE: $10.20 NT(1)
RAIL 28300
MILES 276

ALTERNATIVE RATES:

RAIL - WATER

TRUCK - [illegible] $17.60 NT(2)

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	341	Barge	$ 3.22 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 3.22 NT

REMARKS:

EXPLANATION OF REFERENCE MARKS

(1) IFA 1-107B ICC 1219	(4)
(2) BCC 22 MF ICC 22	(5)
(3)	(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Petroleum Asphalt TONNAGE (SHORT TONS) 8111

BEAR ORIGIN St. Paul, Minn. BEAR DESTINATION Baton Rouge, La.

~~EXISTING OR~~ CONSTRUCTED RAIL ~~OR PIPELINE~~ RATE: $16.30 NT(1) RAIL ~~28300~~ MILES 1178

ALTERNATIVE RATES:

RAIL - WATER Rail to St. Louis $10.39 NT(2) Transfer Charge $1.25 NT
Barge Beyond $4.71 NT
Total $16.35 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1576	Barge	$ 8.29 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 8.29 NT

REMARKS: Rail rate constructed on basis of 8.45% of 1st Class rate. Rate in reverse direction is $16.80 NT. Rate to St. Louis constructed on basis of 8.45% of 1st Class rate.

EXPLANATION OF REFERENCE MARKS

(1)	SFA 945 ICC S589	(4)	
(2)	WTL 442C ICC A4922	(5)	
(3)		(6)	

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY **Petroleum Asphalt** TONNAGE (SHORT TONS) **18275**

BEAR ORIGIN **Smiths Bluff, Tex.** BEAR DESTINATION **Cicero, Ill.**

EXISTING ~~OR CONSTRUCTED~~
RAIL ~~OR PIPELINE~~ RATE: $17.80 NT(1)

RAIL 28300
MILES 990

ALTERNATIVE RATES:

RAIL - WATER **Barge to St. Louis $6.67 NT Rail Beyond $10.20 NT(2)**
Transfer Charge $ 1.25 NT
Total $18.12 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	**1512**	**Barge**	$ **8.80 NT**
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ **8.80 NT**

REMARKS: **Rail rate beyond constructed on basis of rate from Hartford, Ill.**

EXPLANATION OF REFERENCE MARKS

(1) **SWL 125Q ICC 5007**	(4)
(2) **IFA 1-107B ICC 1219**	(5)
(3)	(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: **March 31, 1975**

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Other Petroleum Products TONNAGE (SHORT TONS) 12451

BEAR ORIGIN Baton Rouge, La. BEAR DESTINATION Cicero, Ill.

~~EXISTING OR~~ CONSTRUCTED RAIL ~~OR PIPELINE~~ RATE: $14.80 NT(1) RAIL 28300 MILES 872

ALTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $4.87 NT Transfer Charge $1.50 NT
Rail Beyond $6.20 NT(2)
Total $12.57 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1265	Barge	$ 6.81 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 6.81 NT

REMARKS: Rail rate constructed 77½% of present applicable rate of $19.20 NT.

EXPLANATION OF REFERENCE MARKS

(1)	SFA 945 ICC S589	(4)	
(2)	IFA 1-107B ICC 1219	(5)	
(3)		(6)	

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Other Petroleum Products TONNAGE (SHORT TONS) 1528

BEAR ORIGIN Texas City, Tex. BEAR DESTINATION Cicero, Ill.

EXISTING ~~OR CONSTRUCTED~~ RAIL 28300
RAIL ~~OR PIPELINE~~ RATE: $15.80 NT(1) MILES 1035

ALTERNATIVE RATES:

Transfer Charge $1.50 NT
RAIL - WATER Barge to St. Louis $6.40 NT Rail Beyond $6.20 NT(2)
Total $14.10 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1583	Barge	$ 8.32 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 8.32 NT

REMARKS:

EXPLANATION OF REFERENCE MARKS

(1) SWL 125Q ICC 5007
(2) IFA 1-107B ICC 1219
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Sand - Gravel - Rock TONNAGE (SHORT TONS) 1452

BEAR ORIGIN St. Louis, Mo. BEAR DESTINATION Cicero, Ill.

~~EXISTING OR~~ CONSTRUCTED RAIL 28300
RAIL ~~OR PIPELINE~~ RATE: $8.37 NT(2) MILES 276

ALTERNATIVE RATES:

RAIL - WATER

TRUCK - ~~WATER~~ $21.20 NT(1)

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	355	Barge	$ 2.16 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 2.16 NT

REMARKS: Rail rate constructed on basis of same rate in reverse direction.

EXPLANATION OF REFERENCE MARKS

(1) Truck Transport MF ICC 61	(4)
(2) CRI&P 26061W ICC C14023	(5)
(3)	(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Sand - Gravel - Rock TONNAGE (SHORT TONS) 10500

BEAR ORIGIN Bellefontaine, Mo. BEAR DESTINATION Alton, Ill.

XXXXXXXXXXXXXX CONSTRUCTED RAIL 28300
RAIL XXXXXXXXXXXXX RATE: $5.05 NT(2) MILES 40

ALTERNATIVE RATES:

RAIL - WATER

TRUCK - XXXXXX $4.60 NT(1)

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	20	Barge	$ 1.48 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 1.48 NT

REMARKS: Rail rate constructed on basis of applicable mileage scales in area.

EXPLANATION OF REFERENCE MARKS

(1) Truck Transport MF ICC 61	(4)
(2) CRI&P 26061W ICC C14023	(5)
(3)	(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Building Cement TONNAGE (SHORT TONS) 36277

BEAR ORIGIN St. Louis, Mo. BEAR DESTINATION Pekin, Ill.

XXXXXXXXXXXX CONSTRUCTED RAIL 28300
RAIL XXXXXXXXXXXX RATE: $5.00 NT(1) MILES 151

ALTERNATIVE RATES:

RAIL - WATER

TRUCK - XXXXX $10.00 NT(2)

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	193	Barge	$ 1.48 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 1.48 NT

REMARKS: Rate constructed on basis of average percentage relationshi
to 1st Class of 7.2% 150,000 pounds per car.

EXPLANATION OF REFERENCE MARKS

(1) WTL 132N ICC A4638 (4)
(2) Truck Transport MF ICC 35 (5)
(3) (6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Building Cement TONNAGE (SHORT TONS) 66709

BEAR ORIGIN Vermillion River, Ill. BEAR DESTINATION St. Louis, Mo.

~~EXISTING OR~~ CONSTRUCTED
RAIL ~~OR PIPELINE~~ RATE: $5.60 NT(1)

RAIL 28300
MILES 209

ALTERNATIVE RATES:

RAIL - WATER

TRUCK - ~~WATER~~ $13.34 NT(2)

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	259	Barge	$ 1.62 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 1.62 NT

REMARKS: Rate constructed on basis of average percentage relationship to 1st Class of 7.2%, 150,000 pounds per car.

EXPLANATION OF REFERENCE MARKS

(1)	WTL 132N ICC A4638	(4)	
(2)	Truck Transport MF ICC #2	(5)	
(3)		(6)	

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Building Cement TONNAGE (SHORT TONS) 141983

BEAR ORIGIN Clarksville, Mo. BEAR DESTINATION Nashville, Tenn.

EXISTING ~~OR CONSTRUCTED~~
RAIL ~~OR PIPELINE~~ RATE: $9.00 NT(1) RAIL 28300
MILES 408

ALTERNATIVE RATES:

RAIL - WATER	Rail to St. Louis $4.20 NT	Transfer Charge $1.25 NT Barge Beyond $2.82 NT Total $8.27 NT
TRUCK - ~~WATER~~	To St. Louis $5.48 NT(2)	

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	525	Barge	$ 3.58 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 3.58 NT

REMARKS: Rail to St. Louis constructed on average of 7.2% of 1st Clas
rate, 150,000 pounds per car.

EXPLANATION OF REFERENCE MARKS

(1) TL CTR C/S 449N ICC C970
(2) Truck Transport MF ICC 52
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Building Cement TONNAGE (SHORT TONS) 85449

BEAR ORIGIN Clarksville, Mo. BEAR DESTINATION Galveston, Tex.

~~EXISTING OR~~ CONSTRUCTED RAIL ~~OR PROPOSED~~ RATE: $19.00 NT(1)

RAIL 28300 MILES 866

ALTERNATIVE RATES:

RAIL - WATER Rail to St. Louis $4.20 NT Transfer Charge $1.25 NT

Barge Beyond $4.84 NT

Total $10.29 NT

TRUCK - ~~WATER~~ To St. Louis $5.48 NT(2)

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1482	Barge	$ 5.92 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 5.92 NT

REMARKS: Rail to St. Louis constructed on average of 7.2% of 1st Class rate, 150,000 pounds per car.

EXPLANATION OF REFERENCE MARKS

(1) SWL 325B ICC 5156
(2) Truck Transport MF ICC 52
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Building Cement TONNAGE (SHORT TONS) 112914

BEAR ORIGIN Clarksville, Mo. BEAR DESTINATION Michoud Canal, La.

EXISTING ~~OR CONSTRUCTED~~
RAIL ~~OR APPLICABLE~~ RATE: $12.60 NT(1) RAIL 28300
MILES 786

ALTERNATIVE RATES:

RAIL - WATER Rail to St. Louis $4.20 NT Transfer Charge $1.25 NT
Barge Beyond $4.06 NT
Total $9.51 NT

TRUCK - ~~WATER~~ To St. Louis $5.48 NT(2)

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1145	Barge	$ 4.42 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 4.42 NT

REMARKS: Rail to St. Louis constructed on average of 7.2% of 1st Class rate, 150,000 pounds per car.

EXPLANATION OF REFERENCE MARKS

(1) TL CTR C/S 449N ICC C970
(2) Truck Transport MF ICC 52
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Building Cement TONNAGE (SHORT TONS) 131100

BEAR ORIGIN Hannibal, Mo. BEAR DESTINATION St. Louis, Mo.

XXXXXXXXXXXXX CONSTRUCTED RAIL XXXXXXXXXXXX RATE: $4.20 NT(1) RAIL 28300 MILES 118

ALTERNATIVE RATES:

RAIL - WATER

TRUCK - XXXXXX $7.86 NT(2)

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	129	Barge	$ 1.20 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 1.20 NT

REMARKS: Rate constructed on basis of average percentage relationship to 1st Class of 7.2%, 150,000 pounds per car. Through rate is $5.00 NT.

EXPLANATION OF REFERENCE MARKS

(1) WTL 132 ICC A4638
(2) Truck Transport MF ICC 52
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Dry Sulphur TONNAGE (SHORT TONS) 19710

BEAR ORIGIN LaFourche, La. BEAR DESTINATION Marseilles, Ill.

EXISTING [illegible]
RAIL [illegible] RATE: $20.20 NT(1) RAIL 28300
MILES 946

ALTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $4.49 NT Transfer Charge $ .75 NT
Rail Beyond $7.20 NT(2)
Total $12.44 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1356	Barge	$ 5.74 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 5.74 NT

REMARKS:

EXPLANATION OF REFERENCE MARKS

(1) SWL 102A ICC 5077	(4)
(2) IFA 1-33H ICC 1123	(5)
(3)	(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Dry Sulphur — TONNAGE (SHORT TONS) 12035

BEAR ORIGIN Joliet, Ill. — BEAR DESTINATION St. Louis, Mo.

~~EXISTING OR~~ CONSTRUCTED
RAIL ~~OR PIPELINE~~ RATE: $7.20 NT(1)

RAIL 28300
MILES 276

ALTERNATIVE RATES:

RAIL - WATER

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	326	Barge	$ 2.49 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 2.49 NT

REMARKS: Constructed rate based on published rate in reverse direction. Existing rail rate $11.80 NT(1).

EXPLANATION OF REFERENCE MARKS

(1) IFA I-33H ICC 1123	(4)
2)	(5)
3)	(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

ate: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Iron and Steel Scrap TONNAGE (SHORT TONS) 717

BEAR ORIGIN Paducah, Ky. BEAR DESTINATION Alton, Ill.

EXISTING ~~OR CONSTRUCTED~~ RAIL ~~OR PIPELINE~~ RATE: $5.82 NT(1) RAIL 28300 MILES 167

ALTERNATIVE RATES:

RAIL - WATER

TRUCK - ~~WATER~~ Truck Mileage 191 $11.80 NT(3)

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	248	Barge	$ 2.46 NT(2)
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 2.46 NT

REMARKS: Existing rail rate applies on shipment of 500,000 pounds.

EXPLANATION OF REFERENCE MARKS

(1)	IFA I-40J ICC A4940	(4)	
(2)	WFB 8B ICC 40	(5)	
(3)	MCTB 36G MF ICC 263	(6)	

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Iron and Steel Scrap TONNAGE (SHORT TONS) 6871

BEAR ORIGIN Davenport, Ia. BEAR DESTINATION St. Louis, Mo.

EXISTING OXXXXXXXXXXXXX
RAIL XXXXXXXXXXXXRATE: $8.39 NT(1) RAIL 28300
MILES 230

ALTERNATIVE RATES:

RAIL - WATER

TRUCK - ~~WATER~~X $12.20 NT(3)

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	302	Barge	$ 2.59 NT(2)
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 2.59 NT

REMARKS:

EXPLANATION OF REFERENCE MARKS

(1)	BN 169 ICC 184	(4)	
(2)	WFB 8B ICC 40	(5)	
(3)	MCTB 36G MF ICC 263	(6)	

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Iron and Steel Scrap TONNAGE (SHORT TONS) 8777

BEAR ORIGIN Chicago, Ill. BEAR DESTINATION Guntersville, Ala.

EXISTING RAIL 28300
RAIL RATE: $11.76 NT(1) MILES 697

ALTERNATIVE RATES:

RAIL - WATER $6.19 NT(5) to E. St. Louis Transfer charge $1.70 NT
Beyond Barge $5.60 NT(2)
Total $17.83 NT

Rail Beyond Guntersville $3.00 NT(4)
Plus handling at river $1.34 NT(3) Total

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	949	Barge	$ 5.72 NT(2)
HANDLING AT RIVER DESTINATION			$ 1.34 NT(3)
CHARGE EX RIVER	50	Rail	$ 3.00 NT(4)
OTHER			
		TOTAL	$ 10.06 NT

REMARKS: Existing rail rate subject to minimum of 500,000 pounds per shipment. Rail rate beyond river subject to minimum of 500,000 pounds per shipment.

EXPLANATION OF REFERENCE MARKS

(1) WTL I/S 74K ICC 1199
(2) WFB 8B ICC 40
(3) Quotation Mr. Connors - Port of Guntersville
(4) SFA 243-0 ICC S1091
(5) IFA 1-33H ICC 1123
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Castings and Forgings TONNAGE (SHORT TONS) 536

BEAR ORIGIN South Chicago, Ill. BEAR DESTINATION Granite City, Ill.

EXISTING ~~OR CONSTRUCTED~~ RAIL ~~OR PIPELINE~~ RATE: $13.20 NT(1)

RAIL 28300 MILES 276

ALTERNATIVE RATES:

RAIL - WATER

TRUCK - ~~WATER~~ $12.60 NT(3)

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	362	Barge	$ 4.38 NT(2)
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 4.38 NT

REMARKS:

EXPLANATION OF REFERENCE MARKS

(1) IFA 82C ICC 1087	(4)
(2) WFB 8B ICC 40	(5)
(3) Illinois Intra-State 1160E MF ILL 163	(6)

Date: March 31, 1975

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Castings and Forgings TONNAGE (SHORT TONS) 3559

BEAR ORIGIN Gary, Ind. BEAR DESTINATION Houston, Tex.

EXISTING ~~OR CONSTRUCTED~~ RAIL ~~OR PIPELINE~~ RATE: $27.73 NT(1) RAIL 28300 MILES 1035

ALTERNATIVE RATES:

RAIL - WATER $13.20 NT(3) to St. Louis Mo.
Transfer Charge $1.50 NT
Barge $9.82 NT(2)
Total $24.52 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1768	Barge	$ 11.50 NT(2)
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 11.50 NT

REMARKS:

EXPLANATION OF REFERENCE MARKS

(1) SWL 301E ICC 5098
(2) WFB 8B ICC 40
(3) IFA 82C ICC 1087
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Steel Mill Products TONNAGE (SHORT TONS) 3181

BEAR ORIGIN Gary, Ind. BEAR DESTINATION Houston, Tex.

EXISTING ~~OR CONSTRUCTED~~ RAIL ~~OR PIPELINE~~ RATE: $17.80 NT(1) RAIL 28300 MILES 1035

ALTERNATIVE RATES:

RAIL - WATER $11.92 NT(3) to St. Louis Transfer Charge$2.52 NT
Beyond Barge $9.82 NT(2)
Total$24.26 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1771	Barge	$ 11.50 NT(2)
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 11.50 NT

REMARKS: Existing rail rate applies on shipment of 420,000 pounds.

EXPLANATION OF REFERENCE MARKS

(1) SWL 301E ICC 5098
(2) WFB 8B ICC 40
(3) IFA 1-82C ICC 1087
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Steel Mill Products TONNAGE (SHORT TONS) 4458

BEAR ORIGIN South Chicago, Ill. BEAR DESTINATION St. Louis, Mo.

EXISTING ~~OR CONSTRUCTED~~
RAIL ~~OR PIPELINE~~ RATE: $11.92 NT(1)

RAIL 28300
MILES 276

ALTERNATIVE RATES:

RAIL - WATER

TRUCK - ~~WATER~~ $12.60 NT(3)

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	340	Barge	$ 4.38 NT(2)
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 4.38 NT

REMARKS:

EXPLANATION OF REFERENCE MARKS

(1)	IFA I-82C ICC 1087	(4)	
(2)	WFB 8B ICC 40	(5)	
(3)	MCTB 36G MF ICC 263	(6)	

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Steel Mill Products TONNAGE (SHORT TONS) 1807

BEAR ORIGIN Gary, Ind. BEAR DESTINATION New Orleans, La.

EXISTING [illegible] RAIL 28300
RAIL [illegible] RATE: $17.88 NT(1) MILES 890

ALTERNATIVE RATES:

Transfer Charge $2.52 NT
RAIL - WATER $11.92 NT(3) to St. Louis Beyond Barge $6.44 NT(2)
Total $20.80 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1407	Barge	$ 8.66 NT(2)
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 8.66 NT

REMARKS:

EXPLANATION OF REFERENCE MARKS

(1) IFA I/S 108-I ICC 1315	(4)
(2) WFB 8B ICC 40	(5)
(3) IFA I-82-C ICC 1087	(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Iron and Steel Products TONNAGE (SHORT TONS) 27701

BEAR ORIGIN South Chicago, Ill. BEAR DESTINATION Houston, Tex.

EXISTING ~~OR CONSTRUCTED~~
RAIL ~~OR PIPELINE~~ RATE: $17.52 NT(1)
RAIL 28300
MILES 1035

ALTERNATIVE RATES:

RAIL - WATER $11.92 NT(3) to St. Louis
Transfer Charge $1.70 NT
Beyond Barge $9.82 NT(2)
Total $23.44 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1757	Barge	$ 11.50 NT(2)
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 11.50 NT

REMARKS: Existing rail rate subject to minimum 896 NT per shipment.

EXPLANATION OF REFERENCE MARKS

(1) SWL 301E ICC 5098
(2) WFB 8B ICC 40
(3) IFA 82C ICC 1087
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Iron Ore Concentrates TONNAGE (SHORT TONS) 165090

BEAR ORIGIN Burnside, La. BEAR DESTINATION Indiana Harbor, Ind.

EXISTING ~~OR CONSTRUCTED~~
RAIL ~~OR OTHER MODE~~ RATE: $9.66 NT(1)

RAIL 28300
MILES 919

ALTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $3.70 NT Transfer Charge $1.00 NT
Rail Beyond $5.31 NT(2)
Total $10.01 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1347	Barge	$ 5.14 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 5.14 NT

REMARKS:

EXPLANATION OF REFERENCE MARKS

(1) SP FFC 1021L ICC 238
(2) MP 29D ICC 576
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Iron Ore Concentrates TONNAGE (SHORT TONS) 5717

BEAR ORIGIN Burnside, La. BEAR DESTINATION Calumet Harbor, Ill.

EXISTING [illegible]
RAIL [illegible]RATE: $9.66 NT(1) RAIL 28300
MILES 919

ALTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $3.70 NT Transfer Charge $1.00 NT
Rail Beyond $5.31 NT(2)
Total $10.01 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1336	Barge	$ 4.94 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 4.94 NT

REMARKS:

EXPLANATION OF REFERENCE MARKS

(1) SP FFC 1021L ICC 238
(2) MP 29D ICC 576
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Manganese TONNAGE (SHORT TONS) 1257

BEAR ORIGIN Burnside, La. BEAR DESTINATION South Chicago, Ill.

EXISTING ~~OR CONSTRUCTED~~ RAIL ~~OR PIPELINE~~ RATE: $16.01 NT(1) RAIL 28300 MILES 919

ALTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $3.73 NT Transfer Charge $ 1.25 NT
Rail Beyond $11.04 NT
Total $16.02 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1340	Barge	$ 5.19 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 5.19 NT

REMARKS: Rail beyond constructed on basis 12.5% of 1st Class rate.

EXPLANATION OF REFERENCE MARKS

(1) SP FCC 1021L ICC 238	(4)
(2)	(5)
(3)	(6)

Date: March 31, 1975

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Manganese TONNAGE (SHORT TONS) 1243

BEAR ORIGIN Pittsburgh, Pa. BEAR DESTINATION Gary, Ind.

XXXXXXXXOR CONSTRUCTED
RAIL OXXXXXXXXXXRATE: $14.32 NT(1) RAIL 28300
MILES 454

ALTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $4.83 NT Transfer Charge $ 1.25 NT
Rail Beyond $11.04 NT
Total $17.12 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1542	Barge	$ 6.53 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 6.53 NT

REMARKS: Rail beyond constructed on basis 12.5% of 1st Class rate.

EXPLANATION OF REFERENCE MARKS

(1) TL CTR E2009-I ICC C1008
(2)
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Pig Iron TONNAGE (SHORT TONS) 1586

BEAR ORIGIN Sheffield, Ala. BEAR DESTINATION Calumet Harbor, Ill.

CONSTRUCTED RAIL RATE: $11.85 NT

RAIL 28300 MILES 564

ALTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $3.62 NT Transfer Charge $1.50 NT
Rail Beyond $9.21 NT(2)
Total $14.33 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	852	Barge	$ 6.54 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 6.54 NT

REMARKS: Existing rail rate is $16.13 NT(1). Constructed rate made 9.2% of 1st Class related to 2-car rate from Birmingham to St. Louis, Mo.

EXPLANATION OF REFERENCE MARKS

(1) SFA 18Q ICC S319
(2) IFA 1-33H ICC 1123
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Pig Iron TONNAGE (SHORT TONS) 9192

BEAR ORIGIN Sheffield, Ala. BEAR DESTINATION Calumet Harbor, Ill.

~~EXISTING OR~~ CONSTRUCTED RAIL ~~OR PIPELINE~~ RATE: $11.85 NT(1) RAIL 28300 MILES 564

ALTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $3.62 NT Transfer Charge $1.50 NT Rail Beyond $9.21 NT(2) Total $14.33 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	852	Barge	$ 6.54 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 6.54 NT

REMARKS: Existing rail rate is $16.13 NT(1). Constructed rate made 9.2% of 1st Class related to 2-car rate from Birmingham to St. Louis, Mo.

EXPLANATION OF REFERENCE MARKS

(1) SFA 18Q ICC S-319
(2) IFA I-33H ICC 1123
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Industrial Chemicals TONNAGE (SHORT TONS) 99467

BEAR ORIGIN Lake Charles, La. BEAR DESTINATION Joliet, Ill.

EXISTING ~~OR CONSTRUCTED~~ RAIL 28300
RAIL ~~OR PIPELINE~~ RATE: $23.60 NT(1) MILES 939

ALTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $5.93 NT Transfer Charge $ .79 NT
Rail Beyond $12.10 NT
Total $18.82 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1452	Barge	$ 7.82 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 7.82 NT

REMARKS: Rail beyond constructed on basis 89.5% of present applicable rate of $13.60 NT(2).

EXPLANATION OF REFERENCE MARKS

(1) SWL SW/W 2006J ICC 5056
(2) IFA 2002T ICC 1287
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Industrial Chemicals TONNAGE (SHORT TONS) 2431

BEAR ORIGIN Lake Charles, La. BEAR DESTINATION Joliet, Ill.

EXISTING ~~OR CONSTRUCTED~~
RAIL ~~OR PIPELINE~~ RATE: $23.60 NT(1)

RAIL 28300
MILES 939

ALTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $5.93 NT
Transfer Charge $ .79 NT
Rail Beyond $12.10 NT
Total $18.82 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1452	Barge	$ 7.82 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 7.82 NT

REMARKS: Rail beyond constructed on basis 89.5% of present applicable rate of $13.60 NT(2).

EXPLANATION OF REFERENCE MARKS

(1) SWL SW/W 2006J ICC 5056
(2) IFA I-2002T ICC 1287
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Industrial Chemicals TONNAGE (SHORT TONS) 52320

BEAR ORIGIN Deer Park, Tex. BEAR DESTINATION Cicero, Ill.

EXISTING RAIL RATE: $25.60 NT(1) RAIL 28300 MILES 1035

ALTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $6.65 NT Transfer Charge $ .79 NT
Rail Beyond $12.10 NT
Total $19.54 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1614	Barge	$ 8.62 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 8.62 NT

REMARKS: Rail rate constructed on basis 89.5% of present applicable rate of $13.60 NT(2).

EXPLANATION OF REFERENCE MARKS

(1) SWL SW/W 2006J ICC 5056
(2) IFA 2002T ICC 1287
(3)
(4)
(5)
(6)

Date: March 31, 1975

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Industrial Chemicals TONNAGE (SHORT TONS) 13732

BEAR ORIGIN Norco, La. BEAR DESTINATION Cicero, Ill.

EXISTING ~~OR CONSTRUCTED~~
RAIL ~~OR PIPELINE~~ RATE: $28.40 NT(1) RAIL 28300
MILES 890

ALTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $5.17 NT
Transfer Charge $ 1.07 NT
Rail Beyond $14.40 NT(2)
Total $20.64 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1372	Barge	$ 7.00 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 7.00 NT

REMARKS:

EXPLANATION OF REFERENCE MARKS

(1) IFA I/S 2003R ICC 1277
(2) IFA I-2002T ICC 1287
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Industrial Chemicals TONNAGE (SHORT TONS) 30000

BEAR ORIGIN Marmet, W. Va. BEAR DESTINATION Seneca, Ill.

EXISTING ~~OR CONSTRUCTED~~ RAIL 28300
RAIL ~~OR PIPELINE~~ RATE: $16.60 NT(1) MILES 487

ALTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $6.56 NT Transfer Charge $1.96 NT
Rail Beyond $5.46 NT(2)
Total $13.98 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1254	Barge	$ 9.27 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 9.27 NT

REMARKS: Rate beyond based on annual volume of 36,000 NT, 5 cars or more per shipment.

EXPLANATION OF REFERENCE MARKS

(1) TL CTR E2009-I ICC C1008
(2) IFA I-2002T ICC 1287
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Industrial Chemicals TONNAGE (SHORT TONS) 5400

BEAR ORIGIN Memphis, Tenn. BEAR DESTINATION Lake Calumet, Ill.

EXISTING ~~OR CONSTRUCTED~~
RAIL ~~OR PIPELINE~~ RATE: $19.80 NT(1) RAIL 28300 MILES 508

ALTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $5.38 NT(2) Transfer Charge $ 2.00 NT
Rail Beyond $15.60 NT(3
Total $22.98 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	771	Barge	$ 8.00 NT(2)
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 8.00 NT

REMARKS:

EXPLANATION OF REFERENCE MARKS

(1) IFA I/S 2003R ICC 1277
(2) WFB 8B ICC 40
(3) IFA I-2002T ICC 1287
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Industrial Chemicals TONNAGE (SHORT TONS) 49692

BEAR ORIGIN Barfield, Ark. BEAR DESTINATION Louisiana, Mo.

EXISTING ~~OR CONSTRUCTED~~
RAIL ~~OR PIPELINE~~ RATE: $6.60 NT(1)
RAIL 28300
MILES 320

ALTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $3.01 NT
Transfer Charge $1.96 NT
Rail Beyond $4.85 NT(2)
Total $9.82 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	426	Barge	$ 3.98 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 3.98 NT

REMARKS: Existing and rate beyond based on annual volume of 36,000 NT, 5 cars or more per shipment.

EXPLANATION OF REFERENCE MARKS

(1) SWL 273F ICC 4941	(4)
(2) IFA 1-2002T ICC 1287	(5)
(3)	(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Industrial Chemicals TONNAGE (SHORT TONS) 55000

BEAR ORIGIN Am. Cyanimid Fortier Plt., La. BEAR DESTINATION Hannibal, Mo.

EXISTING ~~OR CONSTRUCTED~~ RAIL ~~OR PIPELINE~~ RATE: $13.00 NT(1) RAIL MILES 28300 811

ALTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $5.78 NT Transfer Charge $1.96 NT
Rail Beyond $4.85 NT(2)
Total $12.59 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1148	Barge	$ 7.41 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 7.41 NT

REMARKS: Existing and rate beyond based on annual volume of 36,000 NT, 5 cars or more per shipment.

EXPLANATION OF REFERENCE MARKS

(1) SWL 273F ICC 4941
(2) IFA 1-2002T ICC 1287
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Sodium Hydroxide TONNAGE (SHORT TONS) 15016

BEAR ORIGIN Geismar, La. BEAR DESTINATION Chicago, Ill.

EXISTING ~~OR CONSTRUCTED~~ RAIL 28300
RAIL ~~OR PIPELINE~~ RATE: $22.20 NT (1) MILES 872

ALTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $5.07 NT
Transfer Charge $ .79 NT
Rail Beyond $12.10 NT
Total $17.96 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1315	Barge	$ 7.10 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 7.10 NT

REMARKS Rail rate beyond constructed on basis 89.5% of present applicable rate of $13.60 NT(2).

EXPLANATION OF REFERENCE MARKS

(1) IFA 2003R ICC 1277
(2) IFA 1-2002T ICC 1287
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Coal Tar, Chemical Products TONNAGE (SHORT TONS) 5479

BEAR ORIGIN Deer Park, Tex. BEAR DESTINATION Cicero, Ill.

EXISTING ~~OR CONSTRUCTED~~ RAIL ~~OR PIPELINE~~ RATE: $17.80 NT(1) RAIL 28300 MILES 103

ALTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $7.04 NT Transfer Charge $ 1.25 NT
Rail Beyond $10.20 NT(2
Total $18.49 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1614	Barge	$ 9.06 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 9.06 NT

REMARKS:

EXPLANATION OF REFERENCE MARKS

(1)	SWL 125Q ICC 5007	(4)	
(2)	IFA 1-107B ICC 1219	(5)	
(3)		(6)	

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Coal Tar, Chemical Products TONNAGE (SHORT TONS) 1748

BEAR ORIGIN New Orleans, La. BEAR DESTINATION Joliet, Ill.

EXISTING ~~OR CONSTRUCTED~~ RAIL ~~OR PIPELINE~~ RATE: $20.20 NT(1) RAIL 28300 MILES 890

ALTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $5.70 NT Transfer Charge $ 1.25 NT Rail Beyond $10.20 NT(2) Total $17.15 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1374	Barge	$ 7.62 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 7.62 NT

REMARKS:

EXPLANATION OF REFERENCE MARKS

(1) SFA 945 ICC S589
(2) IFA 1-107B ICC 1219
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Coal Tar, Chemical Products TONNAGE (SHORT TONS) 1264

BEAR ORIGIN Texas City, Tex. BEAR DESTINATION Cicero, Ill.

EXISTING ~~OR CONSTRUCTED~~ RAIL ~~OR PIPELINE~~ RATE: $17.80 NT(1) RAIL 28300 MILES 1035

ALTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $6.94 NT Transfer Charge $ 1.25 NT
Rail Beyond $10.20 NT(2)
Total $18.39 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1582	Barge	$ 9.05 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 9.05 NT

REMARKS:

EXPLANATION OF REFERENCE MARKS

(1) SWL 125Q ICC 5007
(2) IFA I-107B ICC 1219
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Coal Tar, Chemical Products TONNAGE (SHORT TONS) 16065

BEAR ORIGIN Corpus Christi, Tex. BEAR DESTINATION Treats Island, Ill.

~~EXISTING OR~~ CONSTRUCTED RAIL ~~OR PIPELINE~~ RATE: $19.60 NT(1) RAIL MILES 28300 1228

ALTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $8.80 NT Transfer Charge $ 1.25 NT
Rail Beyond $10.20 NT(2)
Total $20.25 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1747	Barge	$ 10.94 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 10.94 NT

REMARKS: Rail rate constructed on basis of 9.8% of 1st Class rate.

EXPLANATION OF REFERENCE MARKS

(1)	SWL 125Q ICC 5007	(4)	
(2)	IFA 1-107B ICC 1219	(5)	
(3)		(6)	

Date: March 31, 1975

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Alcohols TONNAGE (SHORT TONS) 24368

BEAR ORIGIN Baton Rouge, La. BEAR DESTINATION Cicero, Ill.

CONSTRUCTED RAIL RATE: $15.20 NT(1) RAIL 28300 MILES 872

ALTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $4.89 NT Transfer Charge $ 1.50 NT
Rail Beyond $14.40 NT(2)
Total $20.79 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1265	Barge	$ 6.90 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 6.90 NT

REMARKS: Rail rate constructed 83½% of present applicable rate of $18.20 NT.

EXPLANATION OF REFERENCE MARKS

(1)	SFA 944A ICC S832	(4)	
(2)	IFA 1-2002T ICC 1287	(5)	
(3)		(6)	

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Alcohols TONNAGE (SHORT TONS) 2829

BEAR ORIGIN West Lake, La. BEAR DESTINATION Cicero, Ill.

EXISTING ~~OR CONSTRUCTED~~
RAIL ~~OR PIPELINE~~ RATE: $16.00 NT(1) RAIL 28300 MILES 939

ALTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $5.98 NT Transfer Charge $ 1.50 NT
Rail Beyond $14.40 NT(2)
Total $21.88 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1478	Barge	$ 8.02 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 8.02 NT

REMARKS:

EXPLANATION OF REFERENCE MARKS

(1) SWL 210K ICC 4993
(2) IFA I-2002T ICC 1287
(3)
(4)
(5)
(6)

Date: March 31, 1975

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Alcohols TONNAGE (SHORT TONS) 70086

BEAR ORIGIN Calumet Harbor, Ill. BEAR DESTINATION St. Albans, W. Va.

EXISTING ~~OR CONSTRUCTED~~
RAIL ~~OR PIPELINE~~ RATE: $19.80 NT(1)

RAIL 28300
MILES 460

ALTERNATIVE RATES:

RAIL - WATER Rail to St. Louis $14.40 NT(2)

Transfer Charge $1.50 NT
Barge Beyond $5.48 NT
Total $21.48 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1311	Barge	$ 7.82 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 7.82 NT

REMARKS:

EXPLANATION OF REFERENCE MARKS

(1) TL CTR E2009-I ICC C1008
(2) IFA I-2002T ICC 1287
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Alcohols TONNAGE (SHORT TONS) 3773

BEAR ORIGIN Plaquemine, La. BEAR DESTINATION Minneapolis, Minn.

EXISTING ~~OR CONSTRUCTED~~ RAIL ~~OR PIPELINE~~ RATE: $20.40 NT(1) RAIL 28300 MILES 1201

ALTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $6.22 NT
Transfer Charge $ 1.50 NT
Rail Beyond $16.00 NT(2)
Total $23.72 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1638	Barge	$ 10.72 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 10.72 NT

REMARKS: Rate beyond constructed 83½% of constructed rate of $19.00 NT.

EXPLANATION OF REFERENCE MARKS

(1) SWL 210K ICC 4993
(2) WTL 2000J ICC A4669
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Sulphuric Acid TONNAGE (SHORT TONS) 21255

BEAR ORIGIN St. Louis, Mo. BEAR DESTINATION Channahan, Ill.

EXISTING ~~OR CONSTRUCTED~~
RAIL ~~OR PIPELINE~~ RATE: $9.63 NT(1) RAIL 28300 MILES 237

ALTERNATIVE RATES:

RAIL - WATER

TRUCK - ~~WATER~~ $21.40 NT(2)

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	359	Barge	$ 3.53 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 3.53 NT

REMARKS:

EXPLANATION OF REFERENCE MARKS

(1) IFA I-33H ICC 1123
(2) BCC 1009 MF ICC 181
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Sulphuric Acid TONNAGE (SHORT TONS) 2051

BEAR ORIGIN Cincinnati, Ohio BEAR DESTINATION Joliet, Ill.

EXISTING ~~OR CONSTRUCTED~~ RAIL 28300
RAIL ~~OR PIPELINE~~ RATE: $14.61 NT(1) MILES 283

ALTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $5.59 NT Transfer Charge $ 1.25 NT
Rail Beyond $9.50 NT(2)
Total $16.34 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	796	Barge	$ 6.63 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 6.63 NT

REMARKS: Rail beyond rate constructed based on rate to Hartford, Ill.

EXPLANATION OF REFERENCE MARKS

(1)	TL CTR E2009-I ICC C1008	(4)	
(2)	IFA 33H ICC 1123	(5)	
(3)		(6)	

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Phosphate Rock

TONNAGE (SHORT TONS) 4447

BEAR ORIGIN Burnside, La.

BEAR DESTINATION Quincy, Ill.

EXISTING ~~OR CONSTRUCTED~~
RAIL ~~OR PROPOSED~~ RATE: $11.77 NT(1)

RAIL 28300
MILES 811

ALTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $3.07

	Transfer Charge	$ .85 NT
Rail	Beyond	$3.93 NT(2)
	Total	$7.85 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1119	Barge	$ 4.10 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 4.10 NT

REMARKS:

EXPLANATION OF REFERENCE MARKS

(1)	SFA S/I 883B ICC S800	(4)	
(2)	IFA I-2002T ICC 1237	(5)	
(3)		(6)	

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Phosphate Rock TONNAGE (SHORT TONS) 115305

BEAR ORIGIN Tampa, Fla. BEAR DESTINATION Joliet, Ill.

EXISTING ~~OR CONSTRUCTED~~ RAIL 28300
RAIL ~~[illegible]~~ RATE: $12.24 NT(1) MILES 1205

ALTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $6.58 NT
Transfer Charge $ .85 NT
Rail Beyond $8.05 NT(2)
Total $15.48 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER	41	Rail	$ 1.91 NT
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1846	Barge	$ 7.41 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 9.32 NT

REMARKS: Charge to river includes loading into barge.

EXPLANATION OF REFERENCE MARKS

(1) SFA 876C ICC S1033
(2) IFA I-200T ICC 1287
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Fertilizer & Fertilizer Mat. TONNAGE (SHORT TONS) 33600

BEAR ORIGIN Cicero, Ill. BEAR DESTINATION Tampa Harbor, Fla.

~~EXISTING OR~~ CONSTRUCTED RAIL ~~OR PIPELINE~~ RATE: $19.54 NT (1) RAIL 28300 MILES 1199

ALTERNATIVE RATES:

RAIL - WATER Rail to St. Louis $8.29 NT (2)
Transfer Charge $ 1.00 NT
Barge Beyond $ 5.97 NT
Total $15.26 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1872	Barge	$ 7.41 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 7.41 NT

REMARKS: Rail rate constructed on basis of rates in reverse direction.

EXPLANATION OF REFERENCE MARKS

(1) SFA 853-I ICC S1135
(2) IFA I-2002T ICC 1287
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Nitrogenous Fertilizer TONNAGE (SHORT TONS) 22155

BEAR ORIGIN St. Louis, Mo. BEAR DESTINATION Calumet Harbor, Ill.

EXISTING ~~OR CONSTRUCTED~~
RAIL ~~OR PIPELINE~~ RATE: $11.74 NT(1)

RAIL 28300
MILES 276

ALTERNATIVE RATES:

RAIL - WATER

TRUCK - ~~WATER~~ $23.30 NT(2)

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	484	Barge	$ 2.84 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 2.84 NT

REMARKS:

EXPLANATION OF REFERENCE MARKS

(1) IFA 2002T ICC 1287
(2) BCC 1009 MF ICC 181
(3)
(4)
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CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Superphosphate TONNAGE (SHORT TONS) 1240

BEAR ORIGIN New Orleans, La. BEAR DESTINATION South Chicago, Ill.

EXISTING ~~OR CONSTRUCTED~~
RAIL ~~OR PIPELINE~~ RATE: $13.11 NT(1) RAIL 28300
MILES 890

ALTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $3.52 NT Transfer Charge $1.00 NT
Rail Beyond $6.93 NT(2)
Total $11.45 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1410	Barge	$ 5.19 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 5.19 NT

REMARKS:

EXPLANATION OF REFERENCE MARKS

(1) SFA 840-I ICC S1140
(2) IFA I-2002T ICC 1287
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Superphosphate TONNAGE (SHORT TONS) 4161

BEAR ORIGIN Harlem, La. BEAR DESTINATION St. Paul, Minn.

EXISTING XXXXXXXXXXXXX RAIL 28300
RAIL XXXXXXXXXXX RATE: $16.20 NT(1) MILES 1210

ALTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $3.66 NT
Transfer Charge $ 1.00 NT
Rail Beyond $10.11 NT
Total $14.77 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1745	Barge	$ 5.77 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 5.77 NT

REMARKS: Rail beyond constructed same scale as in IFA Tariff I-2002T ICC 1287.

EXPLANATION OF REFERENCE MARKS

(1) SFA 840-I ICC S1140
(2)
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Superphosphate TONNAGE (SHORT TONS) 2990

BEAR ORIGIN Florence, Ala. BEAR DESTINATION Palmyra, Mo.

EXISTING ~~OR CONSTRUCTED~~
RAIL ~~OR PROPOSED~~ RATE: $9.58 NT(1)
RAIL 28300
MILES 513

ALTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $3.01 NT
Transfer Charge $1.00 NT
Rail Beyond $3.98 NT
Total $7.99 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	625	Barge	$ 3.96 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 3.96 NT

REMARKS: Rail beyond constructed same scale as in IFA Tariff I-2002T ICC 1287.

EXPLANATION OF REFERENCE MARKS

(1) SFA 840-I ICC S1140
(2)
(3)
(4)
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(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Fertilizers - NEC TONNAGE (SHORT TONS) 38514

BEAR ORIGIN Houston, Tex. BEAR DESTINATION Channahan, Ill.

EXISTING ~~OR CONSTRUCTED~~ RAIL 28300
RAIL ~~OR PIPELINE~~ RATE: $16.53 NT(1) MILES 1006

ALTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $5.42 NT Transfer Charge $1.00 NT
Rail Beyond $7.15 NT(2)
Total $13.57 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1584	Barge	$ 6.83 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 6.83 NT

REMARKS:

EXPLANATION OF REFERENCE MARKS

(1) SWL 273F ICC 4941
(2) IFA I-2002T ICC 1287
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Sugar TONNAGE (SHORT TONS) 146432

BEAR ORIGIN Burnside, La. BEAR DESTINATION Chicago, Ill.

EXISTING ~~OR CONSTRUCTED~~
RAIL ~~OR PIPELINE~~ RATE: $18.40 NT(1) RAIL 28300
MILES 919

ALTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $5.88 NT Transfer Charge $ 1.75 NT
Rail Beyond $10.60 NT
Total $18.23 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1339	Barge	$ 8.63 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 8.63 NT

REMARKS: Rail beyond rate constructed 12.1% of 1st Class rate.

EXPLANATION OF REFERENCE MARKS

(1) SFA 925C ICC S1213
(2)
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Sugar TONNAGE (SHORT TONS) 24616

BEAR ORIGIN Albania, La. BEAR DESTINATION Chicago, Ill.

EXISTING RAIL RATE: $18.40 NT(1) RAIL 28300 MILES 947

ALTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $7.08 NT Transfer Charge $ 1.75 NT
Rail Beyond $10.60 NT
Total $19.43 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1542	Barge	$ 8.84 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 8.84 NT

REMARKS: Rail beyond rate constructed 12.1% of 1st Class rate.

EXPLANATION OF REFERENCE MARKS

(1) SFA 925C ICC S1213
(2)
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Non-Metallic Minerals TONNAGE (SHORT TONS) 9461

BEAR ORIGIN Brownsville, Tex. BEAR DESTINATION South Cicero, Ill.

EXISTING XRXXXXXXXXXXX
RAIL XRXPXXPXXXXXXRATE: $20.15 NT(1)
RAIL 28300
MILES 1394

ALTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $7.31 NT Transfer Charge $1.25 NT
Rail Beyond $9.09 NT(2)
Total $17.65 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1926	Barge	$ 9.11 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 9.11 NT

REMARKS:

EXPLANATION OF REFERENCE MARKS

(1) SWL 354C ICC 5084
(2) B&O 381E ICC 25079
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Salt TONNAGE (SHORT TONS) 58063

BEAR ORIGIN Jefferson Island, La. BEAR DESTINATION Chicago, Ill.

~~XXXXXXXXXX~~ CONSTRUCTED
RAIL ~~XXXXXXXXXXX~~ RATE: $13.36 NT

RAIL 28300
MILES 986

ALTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $3.41 Transfer Charge $ .85 NT
Rail Beyond $8.31 NT
Total $12.57 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1379	Barge	$ 5.15 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 5.15 NT

REMARKS: Constructed rail rate applies on 600 NT per shipment, 200M per car. Basis 7.6% of 1st Class rate. Existing rail rate $14.72 NT(1). Rail beyond constructed on basis 9.4% of 1st Class rate.

EXPLANATION OF REFERENCE MARKS

(1) SWL 109G ICC 4461
(2)
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Salt TONNAGE (SHORT TONS) 7914

BEAR ORIGIN Jefferson Island, La. BEAR DESTINATION Dubuque, Ia.

~~EXISTING OR~~ CONSTRUCTED RAIL 28300
RAIL ~~OR PIPELINE~~ RATE: $13.92 NT MILES 1052

ALTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $3.41 NT Transfer Charge $ .85 NT Rail Beyond $8.89 NT Total $12.95 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1422	Barge	$ 4.60 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 4.60 NT

REMARKS: Constructed rail rate applies on 600 NT per shipment 200M per car. Basis 7.6% of 1st Class Rate. Existing rail rate $13.80 NT(1). Rail beyond constructed on basis of 9.4% of 1st Class rate.

EXPLANATION OF REFERENCE MARKS

(1) SWL 109G ICC 4461
(2)
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Salt TONNAGE (SHORT TONS) 128172

BEAR ORIGIN Belle Isle, La. BEAR DESTINATION Savage, Minn.

CONSTRUCTED RAIL RATE: $15.47 NT(1) RAIL 28300 MILES 1261

ALTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $3.41 NT Transfer Charge $ .85 NT
Rail Beyond $11.56 NT
Total $15.82 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1688	Barge	$ 5.45 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 5.45 NT

REMARKS: Constructed rail rate applies on 600 NT per shipment 200M per car. Basis 7.6% of 1st Class rate. Existing rail rate $22.40 NT(1). Rail beyond constructed on basis 9.4% of 1st Class rate.

EXPLANATION OF REFERENCE MARKS

(1) SWL 109G ICC 4461
(2)
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Salt TONNAGE (SHORT TONS) 14973

BEAR ORIGIN Cote Blanche, La. BEAR DESTINATION Prairie DuChien, Wis.

~~RXXRXXNRXRRX~~CONSTRUCTED RAIL ~~RRXRXRRKXNRX~~RATE: $14.30 NT RAIL 28300 MILES 1106

ALTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $3.41 NT Transfer Charge $ .85 NT
Rail Beyond $9.64 NT
Total $13.90 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1498	Barge	$ 5.05 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 5.05 NT

REMARKS: Constructed rail rate applies on 600 NT per shipment 200M per car. Basis 7.6% of 1st Class rate. Existing rail rate $21.40 NT(1). Rail beyond constructed on basis 9.4% of 1st Class rate.

EXPLANATION OF REFERENCE MARKS

(1) SWL 109G ICC 4461 (4)
(2) (5)
(3) (6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY	Salt	TONNAGE (SHORT TONS)	1412
BEAR ORIGIN	Weeks Island, La.	BEAR DESTINATION	Minneapolis, Minn.
CONSTRUCTED RAIL RATE:	$15.47 NT	RAIL 28300 MILES	1261

ALTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $3.41 NT

Transfer Charge	$ .85 NT
Rail Beyond	$11.56 NT
Total	$15.82 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1681	Barge	$ 5.45 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 5.45 NT

REMARKS: Constructed rail rate applies on 600 NT per shipment 200M per car. Basis 7.6% of 1st Class rate. Existing rail rate $19.20 NT(1). Rail beyond constructed on basis of 9.4% of 1st Class rate.

EXPLANATION OF REFERENCE MARKS

(1) SWL 109G ICC 4461	(4)
(2)	(5)
(3)	(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Salt TONNAGE (SHORT TONS) 10772

BEAR ORIGIN Jefferson Island, La. BEAR DESTINATION Davenport, Ia.

XRXXRXXNRXRR CONSTRUCTED RAIL 28300
RAILXRRXRXRRXXNR RATE: $13.13 NT MILES 966

ALTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $3.41 NT Transfer Charge $ .85 NT
Rail Beyond $7.63 NT
Total $11.89 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1327	Barge	$ 4.86 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 4.86 NT

REMARKS: Constructed rail rate applies on 600 NT per shipment 200M per car. Basis 7.6% of 1st Class rate. Existing rail rate $18.80 NT(1). Rail beyond constructed on basis 9.4% of 1st Class rate.

EXPLANATION OF REFERENCE MARKS

(1) SWL 109G ICC 4461
(2)
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Salt TONNAGE (SHORT TONS) 181719

BEAR ORIGIN Belle Isle, La. BEAR DESTINATION Calumet Harbor, Ill.

~~EXISTING OR~~ CONSTRUCTED RAIL ~~OR PIPELINE~~ RATE: $13.36 NT RAIL 28300 MILES 986

ALTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $3.41 NT Transfer Charge $ .85 NT Rail Beyond $8.31 NT Total $12.57 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1375	Barge	$ 5.06 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 5.06 NT

REMARKS: Constructed rail rate applies on 600 NT per shipment 200M per car. Basis 7.6% of 1st Class rate. Existing rail rate $14.72 NT(1). Rail beyond constructed on basis 9.4% of 1st Class rate.

EXPLANATION OF REFERENCE MARKS

(1) SWL 109G ICC 4461	(4)
(2)	(5)
(3)	(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Salt TONNAGE (SHORT TONS) 68461

BEAR ORIGIN Cote Blanche, La. BEAR DESTINATION Dolton, Ill.

~~EXISTING OR~~ CONSTRUCTED
RAIL ~~OR PIPELINE~~ RATE: $13.36 NT RAIL 28300
MILES 986

ALTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $3.41 NT Transfer Charge $ .85 NT
Rail Beyond $8.31 NT
Total $12.57 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1412	Barge	$ 4.92 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 4.92 NT

REMARKS: Constructed rail rate applies on 600 NT per shipment 200M per car. Basis 7.6% of 1st Class rate. Existing rail rate $14.72 NT(1). Rail beyond constructed on basis 9.4% of 1st Class rate.

EXPLANATION OF REFERENCE MARKS

(1) SWL 109G ICC 4461
(2)
(3)
(4)
(5)
(6)

Date: March 31, 1975

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Inedible Molasses TONNAGE (SHORT TONS) 3815

BEAR ORIGIN New Orleans, La. BEAR DESTINATION Cicero, Ill.

EXISTING ~~OR CONSTRUCTED~~ RAIL 28300
RAIL ~~OR PIPELINE~~ RATE: $15.60 NT(1) MILES 890

ALTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $4.59 NT
Transfer Charge $ .85 NT
Rail Beyond $10.20 NT
Total $15.64 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1399	Barge	$ 6.20 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 6.20 NT

REMARKS: Rail beyond rate constructed on basis of 11.6% of 1st Class rate.

EXPLANATION OF REFERENCE MARKS

(1) SFA 947B ICC S1131
(2)
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY **Lime** TONNAGE (SHORT TONS) **11027**

BEAR ORIGIN Ste. Genevieve, Mo. BEAR DESTINATION **Calumet Harbor, Ill.**

EXISTING ~~OR CONSTRUCTED~~ RAIL ~~OR PIPELINE~~ RATE: $8.34 NT (1) RAIL 28300 MILES 324

ALTERNATIVE RATES:

RAIL - WATER

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	422	Barge	$ 2.37 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 2.37 NT

REMARKS: Existing rail rate applies on annual volume of 50,000 NT.

EXPLANATION OF REFERENCE MARKS

(1) TL CTR 767J ICC C 964

(2)

(3)

(4)

(5)

(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Lime TONNAGE (SHORT TONS) 453967

BEAR ORIGIN Ste. Genevieve, Mo. BEAR DESTINATION Calumet Harbor, Ill.

EXISTING ~~OR CONSTRUCTED~~
RAIL ~~OR PIPELINE~~ RATE: $8.34 NT (1) RAIL 28300
MILES 324

ALTERNATIVE RATES:

RAIL - WATER

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	422	Barge	$ 2.37 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 2.37 NT

REMARKS: Existing rail rate applies on annual volume of 50,000 NT.

EXPLANATION OF REFERENCE MARKS

(1) TL CTR 767J ICC C 964
(2)
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Benzol and Benzene TONNAGE (SHORT TONS) 5829

BEAR ORIGIN Hartford, Ill. BEAR DESTINATION Dolton, Ill.

XXXXXXXXX CONSTRUCTED
RAIL XXXXXXXXXX RATE: $7.80 NT (1)

RAIL 28300
MILES 276

ALTERNATIVE RATES:

RAIL - WATER

TRUCK - XXXXX $15.57 NT (2)

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	342	Barge	$ 2.76 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 2.76 NT

REMARKS: Rail rate constructed as rate is published from Chicago, Ill., to Hartford, Ill.

EXPLANATION OF REFERENCE MARKS

(1) IFA 1-107B ICC 1219	(4)
(2) BCC 28 MF ICC 28	(5)
(3)	(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Benzol and Benzene TONNAGE (SHORT TONS) 1819

BEAR ORIGIN Cicero, Ill. BEAR DESTINATION Beaumont, Texas

~~EXISTING OR~~ CONSTRUCTED
RAIL ~~OR [illegible]~~ RATE: $20.34 NT

RAIL 28300
MILES 990

ALTERNATIVE RATES:

RAIL - WATER Rail to St. Louis $7.80 NT (2)
Transfer Charge $ 1.50 NT
Barge Beyond $ 5.70 NT
Total $15.00 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1516	Barge	$ 7.45 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 7.45 NT

REMARKS: Rail rate constructed 90% of present applicable rate of $22.60NT
Rail to St. Louis constructed 77½% of present applicable rate of $10.00 NT

EXPLANATION OF REFERENCE MARKS

(1) SWL 113-I ICC 5137
(2) IFA 1-107B ICC 1219
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Benzol and Benzene TONNAGE (SHORT TONS) 19854

BEAR ORIGIN Houston Ship Channel, Texas BEAR DESTINATION Romeoville, Ill.

~~EXISTING OR~~ CONSTRUCTED RAIL ~~OR PIPELINE~~ RATE: $19.60 NT (1)

RAIL 28300
MILES 1035

ALTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $6.70 NT
Transfer Charge $ 1.50 NT
Rail Beyond $ 7.80 NT (2)
Total $16.00 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1628	Barge	$ 8.67 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 8.67 NT

REMARKS: Rail rate constructed 90% of present applicable rate of $22.00 N
Rail beyond constructed 77½% of present applicable rate of $10.0

EXPLANATION OF REFERENCE MARKS

(1)	SWL 1250 ICC 5007	(4)	
(2)	IFA 1-107B ICC 1219	(5)	
(3)		(6)	

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Benzol and Benzene TONNAGE (SHORT TONS) 2445

BEAR ORIGIN Hartford, Ill. BEAR DESTINATION St. Paul, Minn.

EXISTING ~~OR CONSTRUCTED~~
RAIL ~~OR PIPELINE~~ RATE: $15.80 NT

RAIL 28300
MILES 524

ALTERNATIVE RATES:

RAIL - WATER

TRUCK - ~~WATER~~ $38.27 NT (2)

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	419	Barge	$ 4.29 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 4.29 NT

REMARKS:

EXPLANATION OF REFERENCE MARKS

(1) WTL 442C ICC A4922
(2) BCC 22 MF ICC 22
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Pulp TONNAGE (SHORT TONS) 31201

BEAR ORIGIN Baton Rouge, La. BEAR DESTINATION Chicago, Ill.

EXISTING ~~OR CONSTRUCTED~~ RAIL ~~OR PIPELINE~~ RATE: $20.60 NT (1) RAIL 28300 MILES 872

ALTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $4.23 NT

Transfer Charge $ 1.50 NT
Rail Beyond $10.80 NT (2)
Total $16.53 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1265	Barge	$ 5.98 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 5.98 NT

REMARKS:

EXPLANATION OF REFERENCE MARKS

(1) SFA 777G ICC 1232
(2) IFA I-2002T ICC 1287
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Standard Newsprint Paper TONNAGE (SHORT TONS) 7196

BEAR ORIGIN Hiwassee River, Tenn. BEAR DESTINATION Minneapolis, Minn.

XXXXXXXXXX CONSTRUCTED
RAIL XXXXXXXXXX RATE: $25.20 NT (1)

RAIL 28300
MILES 958

ALTERNATIVE RATES:

RAIL - WATER Barge to St. Louis $4.00 NT

Transfer Charge $ 1.00 NT
Rail Beyond $19.20 NT
Total $24.20 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	142	Barge	$ 7.67 NT (2)
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$ 7.67 NT

REMARKS: Rail beyond constructed from scale Southwest to WTL Territory.

EXPLANATION OF REFERENCE MARKS

(1) SFA 887E ICC S864	(4)
(2) WFB 13A ICC 43	(5)
(3)	(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Tallow-Animal Fats-Oils TONNAGE (SHORT TONS) 25371

BEAR ORIGIN Dubuque, Ia. BEAR DESTINATION Avondale, La.

EXISTING ~~OR CONSTRUCTED~~
RAIL ~~OR PIPELINE~~ RATE: $25.60 NT (1) RAIL 28300 MILES 982

ALTERNATIVE RATES:

RAIL - WATER Rail to St. Louis $10.60 NT (2)
Transfer Charge $ 1.26 NT
Barge Beyond $ 5.63 NT
Total $17.49 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1434	Barge	$7.83 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$7.83 NT

REMARKS:

EXPLANATION OF REFERENCE MARKS

(1) IFA I/S 2003R ICC 1277	(4)
(2) IFA I-2002-T ICC 1287	(5)
(3)	(6)

Date: March 31, 1975

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

TRAFFIC SURVEY

RATE ANALYSIS

COMMODITY Tallow-Animal Fats-Oils TONNAGE (SHORT TONS) 24231

BEAR ORIGIN Chicago, Ill. BEAR DESTINATION Avondale, La.

EXISTING ~~OR CONSTRUCTE~~D
RAIL ~~OR PIPELINE~~ RATE: $23.60 NT (1) RAIL 28300
MILES 890

ALTERNATIVE RATES:

RAIL - WATER Rail to St. Louis $10.00 NT (2)
Transfer Charge $ 1.26 NT
Barge Beyond $ 5.63 NT
Total $16.89 NT

TRUCK - WATER

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1292	Barge	$7.42 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			
		TOTAL	$7.42 NT

REMARKS:

EXPLANATION OF REFERENCE MARKS

(1) IFA 1/S 2003R ICC 1277
(2) IFA 1-2002T ICC 1287
(3)
(4)
(5)
(6)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

VOLUME II

SUPPLEMENTAL
RATE ANALYSIS SHEETS

SUPPLEMENTAL TRAFFIC SURVEY
RATE ANALYSIS

COMMODITY	Gasoline	TONNAGE (SHORT TONS)	58535
BEAR ORIGIN	Beaumont, Texas	BEAR DESTINATION	Bettendorf, Ia.
~~EXISTING OR~~ CONSTRUCTED ALL-RAIL RATE:	$15.40 NT (1)	RAIL 28300 MILES	970
ALL-WATER RATE:	$ 7.00 NT	WATER MILES	1473

ALTERNATIVE RATES:	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER	199	Rail	$ 7.20 NT (2)
HANDLING AT RIVER ORIGIN			1.50 NT
LINE-HAUL CHARGE	1273	Barge	5.98 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
		TOTAL	$14.68 NT

ALTERNATIVE RATES:	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER	199	Rail	$ 7.20 NT (2)
HANDLING AT RIVER ORIGIN			1.50 NT
LINE-HAUL CHARGE	957	Barge	4.50 NT
HANDLING AT RIVER DESTINATION			1.50 NT
CHARGE EX RIVER	230	Rail	8.68 NT (3)
		TOTAL	$23.38 NT

REMARKS:

EXPLANATION OF REFERENCE MARKS

(1)	SWL 125Q ICC 5007	(3)	IFA 1-107B ICC 1219
(2)	SWL 52E ICC 5008	(4)	

Date: March 31, 1975

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

SUPPLEMENTAL TRAFFIC SURVEY
RATE ANALYSIS

COMMODITY Jet Fuel — TONNAGE (SHORT TONS) 2059

BEAR ORIGIN Atreco, Texas — BEAR DESTINATION Cicero, Ill.

~~XXXXXXXX XX~~ CONSTRUCTED ALL-RAIL RATE: $15.60 NT (1) — RAIL 28300 MILES 990

ALL-WATER RATE: $ 7.34 NT — WATER MILES 1700

ALTERNATIVE RATES:	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER	199	Rail	$ 7.20 NT (2)
HANDLING AT RIVER ORIGIN			1.50 NT
LINE-HAUL CHARGE	1321	Barge	5.68 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
		TOTAL	$14.38 NT

ALTERNATIVE RATES:	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER	199	Rail	$ 7.20 NT (2)
HANDLING AT RIVER ORIGIN			1.50 NT
LINE-HAUL CHARGE	957	Barge	4.12 NT
HANDLING AT RIVER DESTINATION			1.50 NT
CHARGE EX RIVER	276	Rail	10.60 NT (3)
		TOTAL	$24.92 NT

REMARKS:

EXPLANATION OF REFERENCE MARKS

(1) SWL 125Q ICC 5007

(2) SWL 52 E ICC 5008

(3) IFA 1-107B ICC 1219

(4)

Date: March 31, 1975

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

SUPPLEMENTAL TRAFFIC SURVEY
RATE ANALYSIS

COMMODITY Kerosene TONNAGE (SHORT TONS) 2392

BEAR ORIGIN Beaumont, Texas BEAR DESTINATION Bettendorf, Ia.

XXXXXXXXXX CONSTRUCTED
ALL-RAIL RATE: $15.40 NT (1) RAIL 28300
MILES 970

ALL-WATER RATE: $ 6.60 NT WATER MILES 1473

ALTERNATIVE RATES:	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER	199	Rail	$ 7.20 NT (2)
HANDLING AT RIVER ORIGIN			1.50 NT
LINE-HAUL CHARGE	1273	Barge	5.60 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
		TOTAL	$14.30 NT

ALTERNATIVE RATES:	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER	199	Rail	$ 7.20 NT (2)
HANDLING AT RIVER ORIGIN			1.50 NT
LINE-HAUL CHARGE	957	Barge	4.21 NT
HANDLING AT RIVER DESTINATION			1.50 NT
CHARGE EX RIVER	230	Rail	8.68 NT (3)
		TOTAL	$23.09 NT

REMARKS:

EXPLANATION OF REFERENCE MARKS

(1) SWL 125Q ICC 5007 (3) IFA 1-107B ICC 1219

(2) SWL 52E ICC 5008 (4)

Date: March 31, 1975

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

SUPPLEMENTAL TRAFFIC SURVEY
RATE ANALYSIS

COMMODITY Kerosene

TONNAGE (SHORT TONS) 4827

BEAR ORIGIN Beaumont, Texas

BEAR DESTINATION St. Paul, Minn.

~~EXISTING OR~~ CONSTRUCTED ALL-RAIL RATE: $17.60 NT (1)

RAIL 28300 MILES 1209

ALL-WATER RATE: $ 8.60 NT

WATER MILES 1823

ALTERNATIVE RATES:	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER	119	Rail	$ 7.20 NT (2)
HANDLING AT RIVER ORIGIN			1.50 NT
LINE-HAUL CHARGE	1623	Barge	7.63 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
		TOTAL	$16.33 NT

ALTERNATIVE RATES:	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER	119	Rail	$ 7.20 NT (2)
HANDLING AT RIVER ORIGIN			1.50 NT
LINE-HAUL CHARGE	957	Barge	4.50 NT
HANDLING AT RIVER DESTINATION			1.50 NT
CHARGE EX RIVER	524	Rail	12.00 NT (3)
		TOTAL	$26.70 NT

REMARKS:

EXPLANATION OF REFERENCE MARKS

(1) SWL 125Q ICC 5007

(2) SWL 52E ICC 5008

(3) WTL 442C ICC A4922

(4)

Date: March 31, 1975

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

SUPPLEMENTAL TRAFFIC SURVEY
RATE ANALYSIS

COMMODITY Kerosene TONNAGE (SHORT TONS) 11410

BEAR ORIGIN Beaumont, Texas BEAR DESTINATION Black River, Wisc.

XXXXXXXXXX CONSTRUCTED ALL-RAIL RATE: $17.20 NT (1) RAIL 28300 MILES 1169

ALL-WATER RATE: $ 8.05 NT WATER MILES 1679

ALTERNATIVE RATES:	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER	199	Rail	$ 7.20 NT (2)
HANDLING AT RIVER ORIGIN			1.50 NT
LINE-HAUL CHARGE	1484	Barge	6.97 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
		TOTAL	$15.67 NT

ALTERNATIVE RATES:	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER	199	Rail	$ 7.20 NT (2)
HANDLING AT RIVER ORIGIN			1.50 NT
LINE-HAUL CHARGE	957	Barge	4.50 NT
HANDLING AT RIVER DESTINATION			1.50 NT
CHARGE EX RIVER	428	Rail	11.40 NT (3)
		TOTAL	$26.10 NT

REMARKS:

EXPLANATION OF REFERENCE MARKS

(1) SWL 125Q ICC 5007

(2) SWL 52E ICC 5008

(3) WTL 442C ICC A4922

(4)

Date: March 31, 1975

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

SUPPLEMENTAL TRAFFIC SURVEY
RATE ANALYSIS

COMMODITY Kerosene — TONNAGE (SHORT TONS) 3637

BEAR ORIGIN Beaumont, Texas — BEAR DESTINATION Cicero, Ill.

XBXXSXXMQXBR CONSTRUCTED ALL-RAIL RATE: $15.60 NT (1) — RAIL 28300 MILES 990

ALL-WATER RATE: $ 7.99 NT — WATER MILES 1521

ALTERNATIVE RATES:	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER	199	Rail	$ 7.20 NT (2)
HANDLING AT RIVER ORIGIN			1.50 NT
LINE-HAUL CHARGE	1321	Barge	6.87 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
		TOTAL	$15.57 NT

ALTERNATIVE RATES:	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER	199	Rail	$ 7.20 NT (2)
HANDLING AT RIVER ORIGIN			1.50 NT
LINE-HAUL CHARGE	957	Barge	4.98 NT
HANDLING AT RIVER DESTINATION			1.50 NT
CHARGE EX RIVER	276	Rail	10.60 NT (3)
		TOTAL	$25.78 NT

REMARKS:

EXPLANATION OF REFERENCE MARKS

(1) SWL 125Q ICC 5007

(2) SWL 52E ICC 5008

(3) IFA 1-107B ICC 1219

(4)

Date: March 31, 1975

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

SUPPLEMENTAL TRAFFIC SURVEY
RATE ANALYSIS

COMMODITY Gas Oil,Fuel Oil TONNAGE (SHORT TONS) 1292

BEAR ORIGIN Beaumont, Texas BEAR DESTINATION LaGrange, Mo.

XXXXXXXXXX CONSTRUCTED ALL-RAIL RATE:	$14.80 NT (1)	RAIL 28300 MILES	912
ALL-WATER RATE:	$ 6.40 NT	WATER MILES	1322

ALTERNATIVE RATES:	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER	199	Rail	$ 6.80 NT (2)
HANDLING AT RIVER ORIGIN			1.50 NT
LINE-HAUL CHARGE	1122	Barge	5.39 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
		TOTAL	$13.69 NT

ALTERNATIVE RATES:	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER	199	Rail	$ 6.80 NT (2)
HANDLING AT RIVER ORIGIN			1.50 NT
LINE-HAUL CHARGE	957	Barge	4.59 NT
HANDLING AT RIVER DESTINATION			1.50 NT
CHARGE EX RIVER	172	Rail	12.20 NT (3)
		TOTAL	$26.59 NT

REMARKS:

EXPLANATION OF REFERENCE MARKS

(1)	SWL 125Q ICC 5007	(3)	IFA 1-107B ICC 1219
(2)	SWL 52E ICC 5008	(4)	

Date: March 31, 1975

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

SUPPLEMENTAL TRAFFIC SURVEY
RATE ANALYSIS

COMMODITY Gas Oil, Fuel Oil TONNAGE (SHORT TONS) 5264

BEAR ORIGIN Beaumont, Texas BEAR DESTINATION St. Paul, Minn.

EXXXXXXEXER CONSTRUCTED
ALL-RAIL RATE: $17.60 NT (1) RAIL 28300
MILES 1209

ALL-WATER RATE: $ 8.65 NT WATER MILES 1823

ALTERNATIVE RATES:	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER	199	Rail	$ 6.80 NT (2)
HANDLING AT RIVER ORIGIN			1.50 NT
LINE-HAUL CHARGE	1623	Barge	7.79 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
		TOTAL	$16.09 NT

ALTERNATIVE RATES:	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER	199	Rail	$ 6.80 NT (2)
HANDLING AT RIVER ORIGIN			1.50 NT
LINE-HAUL CHARGE	957	Barge	4.59 NT
HANDLING AT RIVER DESTINATION			1.50 NT
CHARGE EX RIVER	524	Rail	19.60 NT (3)
		TOTAL	$33.99 NT

REMARKS:

EXPLANATION OF REFERENCE MARKS

(1) SWL 1250 ICC 5007

(2) SWL 52E ICC 5008

(3) WTL 442C ICC A 4922

(4)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

SUPPLEMENTAL TRAFFIC SURVEY
RATE ANALYSIS

COMMODITY	Gas Oil, Fuel Oil	TONNAGE (SHORT TONS)	10600
BEAR ORIGIN	Beaumont, Texas	BEAR DESTINATION	Cicero, Ill.
XXXXXXXXXXX CONSTRUCTED ALL-RAIL RATE:	$15.60 NT (1)	RAIL 28300 MILES	990
ALL-WATER RATE:	$ 7.41 NT	WATER MILES	1521

ALTERNATIVE RATES:	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER	199	Rail	$ 6.80 NT (2)
HANDLING AT RIVER ORIGIN			1.50 NT
LINE-HAUL CHARGE	1321	Barge	6.34 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
		TOTAL	$14.64 NT

ALTERNATIVE RATES:	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER	199	Rail	$ 6.80 NT (2)
HANDLING AT RIVER ORIGIN			1.50 NT
LINE-HAUL CHARGE	957	Barge	4.59 NT
HANDLING AT RIVER DESTINATION			1.50 NT
CHARGE EX RIVER	276	Rail	10.00 NT (3)
		TOTAL	$24.39 NT

REMARKS:

EXPLANATION OF REFERENCE MARKS

(1) SWL 125Q ICC 5007

(2) SWL 52E ICC 5008

(3) IFA 1-107B ICC 1219

(4)

Date: March 31, 1975

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

SUPPLEMENTAL TRAFFIC SURVEY
RATE ANALYSIS

COMMODITY Gas Oil, Fuel Oil TONNAGE (SHORT TONS) 33838

BEAR ORIGIN Port Arthur, Texas BEAR DESTINATION Cicero, Ill.

~~EXISTING OR~~ CONSTRUCTED ALL-RAIL RATE: $15.60 NT (1) RAIL 28300 MILES 990

ALL-WATER RATE: $ 7.41 NT WATER MILES 1515

ALTERNATIVE RATES:	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER	199	Rail	$ 6.80 NT (2)
HANDLING AT RIVER ORIGIN			1.50 NT
LINE-HAUL CHARGE	1321	Barge	6.34 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
		TOTAL	$14.64 NT

ALTERNATIVE RATES:	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER	199	Rail	$ 6.80 NT (2)
HANDLING AT RIVER ORIGIN			1.50 NT
LINE-HAUL CHARGE	957	Barge	4.59 NT
HANDLING AT RIVER DESTINATION			1.50 NT
CHARGE EX RIVER	276	Rail	10.00 NT (3)
		TOTAL	$24.39 NT

REMARKS:

EXPLANATION OF REFERENCE MARKS

(1) SWL 125Q ICC 5007 (3) IFA 1-107B ICC 1219

(2) SWL 52E ICC 5008 (4)

Date: March 31, 1975

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

SUPPLEMENTAL TRAFFIC SURVEY
RATE ANALYSIS

COMMODITY Gas Oil, Fuel Oil TONNAGE (SHORT TONS) 6166

BEAR ORIGIN Port Arthur, Texas BEAR DESTINATION Cicero, Ill.

~~EXISTING OR~~ CONSTRUCTED
ALL-RAIL RATE: $15.60 NT (1) RAIL 28300 MILES 990

ALL-WATER RATE: $ 7.41 NT WATER MILES 1515

ALTERNATIVE RATES:	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER	199	Rail	$ 6.80 NT (2)
HANDLING AT RIVER ORIGIN			1.50 NT
LINE-HAUL CHARGE	1321	Barge	6.34 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
		TOTAL	$14.64 NT

ALTERNATIVE RATES:	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER	199	Rail	$ 6.80 NT (2)
HANDLING AT RIVER ORIGIN			1.50 NT
LINE-HAUL CHARGE	957	Barge	4.59 NT
HANDLING AT RIVER DESTINATION			1.50 NT
CHARGE EX RIVER	276	Rail	10.00 NT (3)
		TOTAL	$24.39 NT

REMARKS:

EXPLANATION OF REFERENCE MARKS

(1) SWL 125Q ICC 5007
(2) SWL 52E ICC 5008
(3) IFA 1-107B ICC 1219
(4)

Date: March 31, 1975

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

SUPPLEMENTAL TRAFFIC SURVEY
RATE ANALYSIS

COMMODITY	Residual Fuel Oil	TONNAGE (SHORT TONS)	1376
BEAR ORIGIN	Beaumont, Texas	BEAR DESTINATION	St. Paul, Minn.
XXXXXXXXXX CONSTRUCTED ALL-RAIL RATE:	$18.00 NT (1)	RAIL 28300 MILES	1209
ALL-WATER RATE:	$ 8.65 NT	WATER MILES	1825

ALTERNATIVE RATES:	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER	199	Rail	$ 6.80 NT (2)
HANDLING AT RIVER ORIGIN			1.50 NT
LINE-HAUL CHARGE	1623	Barge	8.12 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
		TOTAL	$16.42 NT

ALTERNATIVE RATES:	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER	199	Rail	$ 6.80 NT (2)
HANDLING AT RIVER ORIGIN			1.50 NT
LINE-HAUL CHARGE	957	Barge	4.79 NT
HANDLING AT RIVER DESTINATION			1.50 NT
CHARGE EX RIVER	524	Rail	11.60 NT (3)
		TOTAL	$26.19 NT

REMARKS:

EXPLANATION OF REFERENCE MARKS

(1) SWL 125Q ICC 5007

(2) SWL 52E ICC 5008

(3) WTL 442C ICC A4922

(4)

Date: March 31, 1975

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

SUPPLEMENTAL TRAFFIC SURVEY
RATE ANALYSIS

COMMODITY Residual Fuel Oil TONNAGE (SHORT TONS) 1410

BEAR ORIGIN Texas City, Texas BEAR DESTINATION Cicero, Ill.

~~EXISTING OR~~ CONSTRUCTED ALL-RAIL RATE: $17.80 NT (1) RAIL 28300 MILES 1035

ALL-WATER RATE: $ 8.07 NT WATER MILES 1583

ALTERNATIVE RATES:	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER	282	Rail	$10.20 NT (2)
HANDLING AT RIVER ORIGIN			1.50 NT
LINE-HAUL CHARGE	1321	Barge	6.61 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
		TOTAL	$18.31 NT

ALTERNATIVE RATES:	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER	282	Rail	$10.20 NT (2)
HANDLING AT RIVER ORIGIN			1.50 NT
LINE-HAUL CHARGE	957	Barge	4.79 NT
HANDLING AT RIVER DESTINATION			1.50 NT
CHARGE EX RIVER	276	Rail	8.40 NT
		TOTAL	$26.39 NT

REMARKS:

EXPLANATION OF REFERENCE MARKS

(1) SWL 125Q ICC 5007

(2) SWL 52E ICC 5008

(3) IFA 1-107B ICC 1219

(4)

Date: March 31, 1975

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

SUPPLEMENTAL TRAFFIC SURVEY
RATE ANALYSIS

COMMODITY	Residual Fuel Oil	TONNAGE (SHORT TONS)	8254
BEAR ORIGIN	Texas City, Texas	BEAR DESTINATION	Cicero, Ill.
~~EXISTING OR~~ CONSTRUCTED ALL-RAIL RATE:	$17.80 NT (1)	RAIL 28300 MILES	1035
ALL-WATER RATE:	$ 8.33 NT	WATER MILES	1583

ALTERNATIVE RATES:	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER	282	Rail	$10.20 NT (2)
HANDLING AT RIVER ORIGIN			1.50 NT
LINE-HAUL CHARGE	1321	Barge	6.61 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
		TOTAL	$18.31 NT

ALTERNATIVE RATES:	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER	282	Rail	$10.20 NT (2)
HANDLING AT RIVER ORIGIN			1.50 NT
LINE-HAUL CHARGE	957	Barge	4.79 NT
HANDLING AT RIVER DESTINATION			1.50 NT
CHARGE EX RIVER	276	Rail	8.40 NT (3)
		TOTAL	$26.39 NT

REMARKS:

EXPLANATION OF REFERENCE MARKS

(1) SWL 125Q ICC 5007	(3) IFA 1-107B ICC 1219
(2) SWL 52E ICC 5008	(4)

Date: March 31, 1975

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

SUPPLEMENTAL TRAFFIC SURVEY
RATE ANALYSIS

COMMODITY Residual Fuel Oil TONNAGE (SHORT TONS) 48228

BEAR ORIGIN Corpus Christi, Texas BEAR DESTINATION Havana, Ill.

~~EXISTING OR~~ CONSTRUCTED ALL-RAIL RATE:	$17.20 NT (1)	RAIL 28300 MILES	1115
ALL-WATER RATE:	$ 8.23 NT	WATER MILES	1583

ALTERNATIVE RATES:	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER	504	Rail	$12.60 NT (2)
HANDLING AT RIVER ORIGIN			1.50 NT
LINE-HAUL CHARGE	1125	Barge	6.00 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
		TOTAL	$20.10 NT

ALTERNATIVE RATES:	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER	504	Rail	$12.60 NT (2)
HANDLING AT RIVER ORIGIN			1.50 NT
LINE-HAUL CHARGE	957	Barge	4.79 NT
HANDLING AT RIVER DESTINATION			1.50 NT
CHARGE EX RIVER	119	Rail	5.80 NT (3)
		TOTAL	$26.19 NT

REMARKS:

EXPLANATION OF REFERENCE MARKS

(1) SWL 125Q ICC 5007

(2) SWL 52E ICC 5008

(3) IFA 1-107B ICC 1219

(4)

Date: March 31, 1975

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

SUPPLEMENTAL TRAFFIC SURVEY
RATE ANALYSIS

COMMODITY Lubricating Oils, Grease TONNAGE (SHORT TONS) 74138

BEAR ORIGIN Lake Charles, La. BEAR DESTINATION Cicero, Ill.

EXISTING ~~BRXEBMXXRMEXEB~~
ALL-RAIL RATE: $15.80 NT (1) RAIL MILES 28300 939

ALL-WATER RATE: $ 8.28 NT WATER MILES 1478

ALTERNATIVE RATES:	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER	139	Rail	$ 6.00 NT (2)
HANDLING AT RIVER ORIGIN			1.50 NT
LINE-HAUL CHARGE	1321	Barge	7.40 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
		TOTAL	$14.90 NT

ALTERNATIVE RATES:	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER	139	Rail	$ 6.00 NT (2)
HANDLING AT RIVER ORIGIN			1.50 NT
LINE-HAUL CHARGE	957	Barge	5.36 NT
HANDLING AT RIVER DESTINATION			1.50 NT
CHARGE EX RIVER	276	Rail	6.20 NT (3)
		TOTAL	$20.56 NT

REMARKS:

EXPLANATION OF REFERENCE MARKS

(1) SWL 125Q ICC 5007
(2) SWL 52E ICC 5008
(3) IFA 1-107B ICC 1219
(4)

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

Date: March 31, 1975

SUPPLEMENTAL TRAFFIC SURVEY
RATE ANALYSIS

COMMODITY Lubricating Oils,Grease TONNAGE (SHORT TONS) 44889

BEAR ORIGIN Houston, Texas BEAR DESTINATION Indiana Harbor, Ind.

EXISTING [illegible] ALL-RAIL RATE:	$15.80 NT (1)	RAIL 28300 MILES	1035
ALL-WATER RATE:	$ 9.25 NT	WATER MILES	1641

ALTERNATIVE RATES:	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER	282	Rail	$11.40 NT (2)
HANDLING AT RIVER ORIGIN			1.50 NT
LINE-HAUL CHARGE	1340	Barge	7.50 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
		TOTAL	$20.40 NT

ALTERNATIVE RATES:	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER	282	Rail	$11.40 NT (2)
HANDLING AT RIVER ORIGIN			1.50 NT
LINE-HAUL CHARGE	957	Barge	5.36 NT
HANDLING AT RIVER DESTINATION			1.50 NT
CHARGE EX RIVER	276	Rail	6.20 NT (3)
		TOTAL	$25.96 NT

REMARKS:

EXPLANATION OF REFERENCE MARKS

(1)	SWL 125Q ICC 5007	(3)	IFA 1-107B ICC 1219
(2)	SWL 52E ICC 5008	(4)	

Date: March 31, 1975

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

SUPPLEMENTAL TRAFFIC SURVEY
RATE ANALYSIS

COMMODITY Lubricating Oils, Grease TONNAGE (SHORT TONS) 19414

BEAR ORIGIN Port Arthur, Texas BEAR DESTINATION Cicero, Ill.

EXISTING ~~OR CONSTRUCTED~~ ALL-RAIL RATE:	$15.80 NT (1)	RAIL 28300 MILES 990
ALL-WATER RATE:	$ 8.42 NT	WATER MILES 1521

ALTERNATIVE RATES:	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER	199	Rail	$ 7.20 NT (2)
HANDLING AT RIVER ORIGIN			1.50 NT
LINE-HAUL CHARGE	1321	Barge	7.40 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
		TOTAL	$16.10 NT

ALTERNATIVE RATES:	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER	199	Rail	$ 7.20 NT (2)
HANDLING AT RIVER ORIGIN			1.50 NT
LINE-HAUL CHARGE	957	Barge	5.36 NT
HANDLING AT RIVER DESTINATION			1.50 NT
CHARGE EX RIVER	276	Rail	6.20 NT (3)
		TOTAL	$21.76 NT

REMARKS:

EXPLANATION OF REFERENCE MARKS

(1) SWL 125Q ICC 5007	(3) IFA 1-107B ICC 1219
(2) SWL 52E ICC 5008	(4)

Date: March 31, 1975

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

SUPPLEMENTAL TRAFFIC SURVEY
RATE ANALYSIS

COMMODITY Lubricating Oils,Grease TONNAGE (SHORT TONS) 16103

BEAR ORIGIN Beaumont, Texas BEAR DESTINATION St. Paul, Minn.

~~[illegible]~~ CONSTRUCTED
ALL-RAIL RATE: $17.20 NT (1) RAIL 28300
MILES 1209

ALL-WATER RATE: $ 9.53 NT WATER MILES 1818

ALTERNATIVE RATES:	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER	199	Rail	$7.20 NT (2)
HANDLING AT RIVER ORIGIN			1.50 NT
LINE-HAUL CHARGE	1623	Barge	8.44 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
		TOTAL	$17.14 NT

ALTERNATIVE RATES:	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER	199	Rail	$ 7.20 NT (2)
HANDLING AT RIVER ORIGIN			1.50 NT
LINE-HAUL CHARGE	957	Barge	4.98 NT
HANDLING AT RIVER DESTINATION			1.50 NT
CHARGE EX RIVER	524	Rail	16.20 NT (3)
		TOTAL	$31.38 NT

REMARKS:

EXPLANATION OF REFERENCE MARKS

(1) SWL 125Q ICC 5007

(2) SWL 52E ICC 5008

(3) WTL 442C ICC A4922

(4)

Date: March 31, 1975

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

SUPPLEMENTAL TRAFFIC SURVEY
RATE ANALYSIS

COMMODITY Lubricating Oils,Grease TONNAGE (SHORT TONS) 2040

BEAR ORIGIN Indiana Harbor, Ind. BEAR DESTINATION Galena Park, Texas

XXXXXXXXXX CONSTRUCTED
ALL-RAIL RATE: $15.80 NT (1) RAIL 28300 MILES 1035

ALL-WATER RATE: $ 7.75 NT WATER MILES 1768

ALTERNATIVE RATES:	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1340	Barge	$ 5.76 NT
HANDLING AT RIVER DESTINATION			1.50 NT
CHARGE EX RIVER	282	Rail	11.40 NT (2)
		TOTAL	$18.66 NT

ALTERNATIVE RATES:	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER	276	Rail	$ 6.20 NT (3)
HANDLING AT RIVER ORIGIN			1.50 NT
LINE-HAUL CHARGE	957	Barge	4.12 NT
HANDLING AT RIVER DESTINATION			1.50 NT
CHARGE EX RIVER	282	Rail	11.40 NT (2)
		TOTAL	$24.72 NT

REMARKS:

EXPLANATION OF REFERENCE MARKS

(1) SWL 1131 ICC 5137

(2) SWL 52E ICC 5008

(3) IFA 1-107B ICC 1219

(4)

Date: March 31, 1975

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

SUPPLEMENTAL TRAFFIC SURVEY
RATE ANALYSIS

COMMODITY Aliphatic Naptha TONNAGE (SHORT TONS) 7847

BEAR ORIGIN Houston, Texas BEAR DESTINATION Cicero, Ill.

EXISTING
ALL-RAIL RATE: $16.20 NT (1) RAIL 28300 MILES 1035

ALL-WATER RATE: $ 8.22 NT WATER MILES 1623

ALTERNATIVE RATES:	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER	282	Rail	$11.40 NT (2)
HANDLING AT RIVER ORIGIN			1.50 NT
LINE-HAUL CHARGE	1321	Barge	6.87 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
		TOTAL	$19.77 NT

ALTERNATIVE RATES:	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER	282	Rail	$11.40 NT (2)
HANDLING AT RIVER ORIGIN			1.50 NT
LINE-HAUL CHARGE	957	Barge	4.98 NT
HANDLING AT RIVER DESTINATION			1.50 NT
CHARGE EX RIVER	276	Rail	9.80 NT (3)
		TOTAL	$29.18 NT

REMARKS:

EXPLANATION OF REFERENCE MARKS

(1) SWL 125Q ICC 5007

(2) SWL 52E ICC 5008

(3) IFA 1-107B ICC 1219

(4)

Date: March 31, 1975

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

SUPPLEMENTAL TRAFFIC SURVEY
RATE ANALYSIS

COMMODITY Aliphatic Naptha — TONNAGE (SHORT TONS) 18136

BEAR ORIGIN Beaumont, Texas — BEAR DESTINATION Cicero, Ill.

EXISTING ~~[illegible]~~
ALL-RAIL RATE: $16.20 NT — RAIL 28300 MILES 990

ALL-WATER RATE: $ 8.22 NT — WATER MILES 1516

ALTERNATIVE RATES:	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER	199	Rail	$ 7.20 NT (2)
HANDLING AT RIVER ORIGIN			1.50 NT
LINE-HAUL CHARGE	1321	Barge	6.87 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
		TOTAL	$15.57 NT

ALTERNATIVE RATES:	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER	199	Rail	$ 7.20 NT (2)
HANDLING AT RIVER ORIGIN			1.50 NT
LINE-HAUL CHARGE	957	Barge	4.98 NT
HANDLING AT RIVER DESTINATION			1.50 NT
CHARGE EX RIVER	276	Rail	9.80 NT (3)
		TOTAL	$24.98 NT

REMARKS:

EXPLANATION OF REFERENCE MARKS

(1) SWL 125Q ICC 5007

(2) SWL 52E ICC 5008

(3) IFA 1-107B ICC 1219

(4)

Date: March 31, 1975

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

SUPPLEMENTAL TRAFFIC SURVEY
RATE ANALYSIS

COMMODITY Petroleum Asphalt TONNAGE (SHORT TONS) 18275

BEAR ORIGIN Smiths Bluff, Texas BEAR DESTINATION Cicero, Ill.

EXISTING [illegible] ALL-RAIL RATE:	$17.80 NT (1)	RAIL 28300 MILES	990
ALL-WATER RATE:	$ 8.80 NT	WATER MILES	1512

ALTERNATIVE RATES:	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER	199	Rail	$ 7.20 NT (2)
HANDLING AT RIVER ORIGIN			1.25 NT
LINE-HAUL CHARGE	1321	Barge	7.66 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
		TOTAL	$16.11

ALTERNATIVE RATES:	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER	199	Rail	$ 7.20 NT (2)
HANDLING AT RIVER ORIGIN			1.25 NT
LINE-HAUL CHARGE	957	Barge	5.55 NT
HANDLING AT RIVER DESTINATION			1.25 NT
CHARGE EX RIVER	276	Rail	10.20 NT (3)
		TOTAL	$25.45 NT

REMARKS:

EXPLANATION OF REFERENCE MARKS

(1) SWL 125Q ICC 5007

(2) SWL 52E ICC 5008

(3) IFA 1-107B ICC 1219

(4)

Date: March 31, 1975

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

SUPPLEMENTAL TRAFFIC SURVEY
RATE ANALYSIS

COMMODITY Other Petroleum Products TONNAGE (SHORT TONS) 1528

BEAR ORIGIN Texas City, Texas BEAR DESTINATION Cicero, Ill.

EXISTING ~~OR CONSTRUCTED~~
ALL-RAIL RATE: $15.80 NT (1) RAIL 28300
MILES 1035

ALL-WATER RATE: $ 8.32 NT WATER MILES 1583

ALTERNATIVE RATES:	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER	282	Rail	$11.40 NT (2)
HANDLING AT RIVER ORIGIN			1.50 NT
LINE-HAUL CHARGE	1321	Barge	7.00 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
		TOTAL	$19.90 NT

ALTERNATIVE RATES:	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER	282	Rail	$11.40 NT (2)
HANDLING AT RIVER ORIGIN			1.50 NT
LINE-HAUL CHARGE	957	Barge	5.07 NT
HANDLING AT RIVER DESTINATION			1.50 NT
CHARGE EX RIVER	276	Rail	6.20 NT (3)
		TOTAL	$25.67 NT

REMARKS:

EXPLANATION OF REFERENCE MARKS

(1) SWL 125Q ICC 5007

(2) SWL 52E ICC 5008

(3) IFA 1-107B ICC 1219

(4)

Date: March 31, 1975

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

SUPPLEMENTAL TRAFFIC SURVEY
RATE ANALYSIS

COMMODITY Building Cement — TONNAGE (SHORT TONS) 85449

BEAR ORIGIN Clarksville, Mo. — BEAR DESTINATION Galveston, Texas

~~EXISTING OR~~ CONSTRUCTED ALL-RAIL RATE: $19.00 NT (1) — RAIL 28300 MILES 866

ALL-WATER RATE: $ 5.92 NT — WATER MILES 1482

ALTERNATIVE RATES:	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1059	Barge	$ 4.24 NT
HANDLING AT RIVER DESTINATION			1.25 NT
CHARGE EX RIVER	282	Rail	10.00 NT (1)
		TOTAL	$15.49 NT

ALTERNATIVE RATES:	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER	92	Rail	$4.20 NT
HANDLING AT RIVER ORIGIN			1.25 NT
LINE-HAUL CHARGE	957	Barge	3.83 NT
HANDLING AT RIVER DESTINATION			1.25 NT
CHARGE EX RIVER	282	Rail	10.00 NT (1)
		TOTAL	$20.53 NT

REMARKS: Rail rate to St. Louis constructed on basis of 7.2% of 1st class rate.

EXPLANATION OF REFERENCE MARKS

(1) SWL 325B ICC 5156

(2)

(3)

(4)

Date: March 31, 1975

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

SUPPLEMENTAL TRAFFIC SURVEY
RATE ANALYSIS

COMMODITY Castings and Forgings TONNAGE (SHORT TONS) 3559

BEAR ORIGIN Gary, Ind. BEAR DESTINATION Houston, Texas

EXISTING ~~OR CONSTRUCTED~~ ALL-RAIL RATE:	$27.73 NT (1)	RAIL 28300 MILES	1035
ALL-WATER RATE:	$11.50 NT (2)	WATER MILES	1768

ALTERNATIVE RATES:	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1356	Barge	$11.15 NT (2)
HANDLING AT RIVER DESTINATION			2.00 NT
CHARGE EX RIVER	282	Rail	14.20 NT (1)
		TOTAL	$27.35 NT

ALTERNATIVE RATES:	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER	276	Rail	$13.20 NT (3)
HANDLING AT RIVER ORIGIN			2.00 NT
LINE-HAUL CHARGE	957	Barge	9.18 NT (2)
HANDLING AT RIVER DESTINATION			2.00 NT
CHARGE EX RIVER	282	Rail	14.20 NT (1)
		TOTAL	$40.58 NT

REMARKS:

EXPLANATION OF REFERENCE MARKS

(1) SWL 301E ICC 5098

(2) WFB 8B ICC 40

(3) IFA 82C ICC 1087

(4)

Date: March 31, 1975

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

SUPPLEMENTAL TRAFFIC SURVEY
RATE ANALYSIS

COMMODITY Steel Mill Products TONNAGE (SHORT TONS) 3181

BEAR ORIGIN Gary, Ind. BEAR DESTINATION Houston, Texas

EXISTING ~~[illegible]~~ ALL-RAIL RATE:	$17.80 NT (1)	RAIL 28300 MILES	1035
ALL-WATER RATE:	$11.50 NT (2)	WATER MILES	1768

ALTERNATIVE RATES:	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1356	Barge	$11.15 NT (2)
HANDLING AT RIVER DESTINATION			2.00 NT
CHARGE EX RIVER	282	Rail	11.20 NT (1)
		TOTAL	$24.35 NT

ALTERNATIVE RATES:	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER	276	Rail	$11.92 NT (3)
HANDLING AT RIVER ORIGIN			2.00 NT
LINE-HAUL CHARGE	957	Barge	9.18 NT (2)
HANDLING AT RIVER DESTINATION			2.00 NT
CHARGE EX RIVER	282	Rail	11.20 NT (1)
		TOTAL	$36.30 NT

REMARKS:

EXPLANATION OF REFERENCE MARKS

(1) SWL 301E ICC 5098 (3) IFA 82C ICC 1087

(2) WFB 8B ICC 40 (4)

Date: March 31, 1975

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

SUPPLEMENTAL TRAFFIC SURVEY
RATE ANALYSIS

COMMODITY Iron & Steel Products TONNAGE (SHORT TONS) 27701

BEAR ORIGIN S. Chicago, Ill. BEAR DESTINATION Houston, Texas

EXISTING [illegible] ALL-RAIL RATE:	$17.52 NT (1)	RAIL 28300 MILES	1035
ALL-WATER RATE:	$11.50 NT (2)	WATER MILES	1757

ALTERNATIVE RATES:	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1321	Barge	$11.4 (2)
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER	282	Rail	NT (1)
		TOTAL	5 NT

ALTERNATIVE RATES:	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER	276	Rail	11.92 NT (3)
HANDLING AT RIVER ORIGIN			2.00 NT
LINE-HAUL CHARGE	957	Barge	9.18 NT (2)
HANDLING AT RIVER DESTINATION			2.00 NT
CHARGE EX RIVER	282	Rail	11.80 NT (1)
		TOTAL	$36.90 NT

REMARKS:

EXPLANATION OF REFERENCE MARKS

(1) SWL 301E ICC 5098 (3) IFA 82C 7

Date: March 31, 1975

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

SUPPLEMENTAL TRAFFIC SURVEY
RATE ANALYSIS

COMMODITY Industrial Chemicals TONNAGE (SHORT TONS) 99467

BEAR ORIGIN Lake Charles, La. BEAR DESTINATION Joliet, Ill.

EXISTING ~~OR CONSTRUCTED~~ ALL-RAIL RATE:	$23.60 NT (1)	RAIL 28300 MILES	939
ALL-WATER RATE:	$ 7.82 NT	WATER MILES	1452

ALTERNATIVE RATES:	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER	199	Rail	$ 8.98 NT (2)
HANDLING AT RIVER ORIGIN			1.15 NT
LINE-HAUL CHARGE	1291	Barge	6.84 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
		TOTAL	$16.97 NT

ALTERNATIVE RATES:	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER	199	Rail	$8.98 NT (2)
HANDLING AT RIVER ORIGIN			1.15 NT
LINE-HAUL CHARGE	957	Barge	5.07 NT
HANDLING AT RIVER DESTINATION			.79 NT
CHARGE EX RIVER	276	Rail	13.60 NT (3)
		TOTAL	$29.59 NT

REMARKS:

EXPLANATION OF REFERENCE MARKS

(1) SWL SW/W 2006J ICC 5056

(2) SWL 15H ICC 5182

(3) IFA I-2002T ICC 1287

(4)

Date: March 31, 1975

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

SUPPLEMENTAL TRAFFIC SURVEY
RATE ANALYSIS

COMMODITY Industrial Chemicals TONNAGE (SHORT TONS) 2431

BEAR ORIGIN Lake Charles, La. BEAR DESTINATION Joliet, Ill.

EXISTING ~~OR CONSTRUCTED~~
ALL-RAIL RATE: $23.60 NT (1) RAIL 28300 MILES 939

ALL-WATER RATE: $ 7.82 NT WATER MILES 1452

ALTERNATIVE RATES:	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER	199	Rail	$ 8.98 NT (2)
HANDLING AT RIVER ORIGIN			1.15 NT
LINE-HAUL CHARGE	1291	Barge	6.84 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
		TOTAL	$16.97 NT

ALTERNATIVE RATES:	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER	199	Rail	$ 8.98 NT (2)
HANDLING AT RIVER ORIGIN			1.15 NT
LINE-HAUL CHARGE	957	Barge	5.07 NT
HANDLING AT RIVER DESTINATION			.79 NT
CHARGE EX RIVER	276	Rail	13.60 NT (3)
		TOTAL	$29.59 NT

REMARKS:

EXPLANATION OF REFERENCE MARKS

(1) SWL SW/W 2006J ICC 5056

(2) SWL 15H ICC 5182

(3) IFA 1-2002T ICC 1287

(4)

Date: March 31, 1975

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

SUPPLEMENTAL TRAFFIC SURVEY
RATE ANALYSIS

COMMODITY Industrial Chemicals TONNAGE (SHORT TONS) 52320

BEAR ORIGIN Deer Park, Texas BEAR DESTINATION Cicero, Ill.

EXISTING
ALL-RAIL RATE: $25.60 NT (1) RAIL 28300 MILES 1035

ALL-WATER RATE: $ 8.62 NT WATER MILES 1614

ALTERNATIVE RATES:	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER	282	Rail	$ 8.76 NT (2)
HANDLING AT RIVER ORIGIN			1.15 NT
LINE-HAUL CHARGE	1321	Barge	7.00 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
		TOTAL	$16.91 NT

ALTERNATIVE RATES:	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER	282	Rail	$ 8.76 NT (2)
HANDLING AT RIVER ORIGIN			1.15 NT
LINE-HAUL CHARGE	957	Barge	5.07 NT
HANDLING AT RIVER DESTINATION			.79 NT
CHARGE EX RIVER	276	Rail	13.60 NT (3)
		TOTAL	$29.37 NT

REMARKS:

EXPLANATION OF REFERENCE MARKS

(1) SWL SW/W 2006J ICC 5056

(2) SWL 8Z ICC 5020

(3) IFA 2002T ICC 1287

(4)

Date: March 31, 1975

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

SUPPLEMENTAL TRAFFIC SURVEY
RATE ANALYSIS

COMMODITY Coal Tar,Chemical Prods. TONNAGE (SHORT TONS) 5479

BEAR ORIGIN Deer Park, Texas BEAR DESTINATION Cicero, Ill.

EXISTING [illegible] ALL-RAIL RATE: $17.80 NT (1) RAIL 28300 MILES 1035

ALL-WATER RATE: $ 9.06 NT WATER MILES 1614

ALTERNATIVE RATES:	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER	282	Rail	$11.40 NT (2)
HANDLING AT RIVER ORIGIN			1.25 NT
LINE-HAUL CHARGE	1321	Barge	7.40 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
		TOTAL	$20.05 NT

ALTERNATIVE RATES:	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER	282	Rail	$11.40 NT (2)
HANDLING AT RIVER ORIGIN			1.25 NT
LINE-HAUL CHARGE	957	Barge	5.36 NT
HANDLING AT RIVER DESTINATION			1.25 NT
CHARGE EX RIVER	276	Rail	10.20 NT (3)
		TOTAL	$29.46 NT

REMARKS:

EXPLANATION OF REFERENCE MARKS

(1) SWL 125Q ICC 5007

(2) SWL 52E ICC 5008

(3) IFA 1-2002 T ICC 1219

(4)

Date: March 31, 1975

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

SUPPLEMENTAL TRAFFIC SURVEY
RATE ANALYSIS

COMMODITY Coal Tar, Chemical Prods. TONNAGE (SHORT TONS) 1264

BEAR ORIGIN Texas City, Texas BEAR DESTINATION Cicero, Ill.

EXISTING ALL-RAIL RATE:	$17.80 NT (1)	RAIL 28300 MILES	1035
ALL-WATER RATE:	$ 9.05 NT	WATER MILES	1582

ALTERNATIVE RATES:	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER	282	Rail	$11.40 NT (2)
HANDLING AT RIVER ORIGIN			1.25 NT
LINE-HAUL CHARGE	1321	Barge	7.52 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
		TOTAL	$20.17 NT

ALTERNATIVE RATES:	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER	282	Rail	$11.40 NT (2)
HANDLING AT RIVER ORIGIN			1.25 NT
LINE-HAUL CHARGE	957	Barge	5.45 NT
HANDLING AT RIVER DESTINATION			1.25 NT
CHARGE EX RIVER	276	Rail	10.20 NT (3)
		TOTAL	$29.55 NT

REMARKS:

EXPLANATION OF REFERENCE MARKS

(1)	SWL 125Q ICC 5007	(3)	IFA 1-107B ICC 1219
(2)	SWL 52E ICC 5008	(4)	

Date: March 31, 1975

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

SUPPLEMENTAL TRAFFIC SURVEY
RATE ANALYSIS

COMMODITY Coal Tar, Chemical Prods. TONNAGE (SHORT TONS) 16055

BEAR ORIGIN Corpus Christi, Texas BEAR DESTINATION Treats Island, Ill

XXXXXXXXXX CONSTRUCTED ALL-RAIL RATE:	$19.60 NT (1)	RAIL 28300 MILES 1228
ALL-WATER RATE:	$10.94 NT	WATER MILES 1747

ALTERNATIVE RATES:	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER	504	Rail	$15.20 NT (2)
HANDLING AT RIVER ORIGIN			1.25 NT
LINE-HAUL CHARGE	1280	Barge	7.94 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
		TOTAL	$24.39 NT

ALTERNATIVE RATES:	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER	504	Rail	$15.20 NT (2)
HANDLING AT RIVER ORIGIN			1.25 NT
LINE-HAUL CHARGE	957	Barge	5.93 NT
HANDLING AT RIVER DESTINATION			1.25 NT
CHARGE EX RIVER	237	Rail	10.20 NT (3)
		TOTAL	$33.83 NT

REMARKS:

EXPLANATION OF REFERENCE MARKS

(1) SWL 125Q ICC 5007	(3) IFA 1-107B ICC 1219
(2) SWL 52E ICC 5008	(4)

Date: March 31, 1975

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

SUPPLEMENTAL TRAFFIC SURVEY
RATE ANALYSIS

COMMODITY Alcohols TONNAGE (SHORT TONS) 2829

BEAR ORIGIN West Lake, La. BEAR DESTINATION Cicero, Ill.

EXISTING ~~OR CONSTRUCTED~~
ALL-RAIL RATE: $16.00 NT (1) RAIL 28300 MILES 939

ALL-WATER RATE: $ 8.02 NT WATER MILES 1478

ALTERNATIVE RATES:	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER	139	Rail	$ 6.80 NT (2)
HANDLING AT RIVER ORIGIN			1.50 NT
LINE-HAUL CHARGE	1321	Barge	7.13 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			$15.43 NT
		TOTAL	

ALTERNATIVE RATES:	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER	139	Rail	$6.80 NT (2)
HANDLING AT RIVER ORIGIN			1.50 NT
LINE-HAUL CHARGE	957	Barge	5.17 NT
HANDLING AT RIVER DESTINATION			1.50 NT
CHARGE EX RIVER	276	Rail	14.40 NT (3)
		TOTAL	$29.37 NT

REMARKS:

EXPLANATION OF REFERENCE MARKS

(1) SWL 210K ICC 4993
(2) SWL 15H ICC 5182
(3) IFA 1-2002T ICC 1287
(4)

Date: March 31, 1975

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

SUPPLEMENTAL TRAFFIC SURVEY
RATE ANALYSIS

COMMODITY Fertilizers-NEC TONNAGE (SHORT TONS) 38514

BEAR ORIGIN Houston, Texas BEAR DESTINATION Channahan, Ill.

EXISTING [illegible] RAIL 28300
ALL-RAIL RATE: $16.58 NT (1) MILES 100

ALL-WATER RATE: $ 6.83 NT WATER MILES 158

ALTERNATIVE RATES:	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER	282	Rail	$ 8.03 NT (1)
HANDLING AT RIVER ORIGIN			1.00 NT
LINE-HAUL CHARGE	1281	Barge	5.51 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
		TOTAL	$14.54 NT

ALTERNATIVE RATES:	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER	282	Rail	$8.03 NT (1)
HANDLING AT RIVER ORIGIN			1.00 NT
LINE-HAUL CHARGE	957	Barge	4.12 NT
HANDLING AT RIVER DESTINATION			1.00 NT
CHARGE EX RIVER	237	Rail	7.15 NT (2)
		TOTAL	$21.30 NT

REMARKS:

EXPLANATION OF REFERENCE MARKS

(1) SWL 273F ICC 4941 (3)

(2) IFA 1-2002T ICC 1287 (4)

Date: March 31, 1975

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

SUPPLEMENTAL TRAFFIC SURVEY
RATE ANALYSIS

COMMODITY Non-Metallic Minerals TONNAGE (SHORT TONS) 9461

BEAR ORIGIN Brownsville, Texas BEAR DESTINATION S. Chicago, Ill.

EXISTING ~~OR CONSTRUCTED~~ ALL-RAIL RATE: $20.15 NT (1) RAIL 28300 MILES 1394

ALL-WATER RATE: $ 9.11 NT WATER MILES 1926

ALTERNATIVE RATES:	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER	640	Rail	$13.34 NT (2)
HANDLING AT RIVER ORIGIN			1.25 NT
LINE-HAUL CHARGE	1332	Barge	6.27 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
		TOTAL	$20.86 NT

ALTERNATIVE RATES:	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER	640	Rail	$13.34 NT (2)
HANDLING AT RIVER ORIGIN			1.25 NT
LINE-HAUL CHARGE	957	Barge	4.50 NT
HANDLING AT RIVER DESTINATION			1.25 NT
CHARGE EX RIVER	276	Rail	9.09 NT (3)
		TOTAL	29.43 NT

REMARKS:

EXPLANATION OF REFERENCE MARKS

(1)	SWL 354 ICC 5084	(3)	B&O 381E ICC 25079
(2)	SWL 24A ICC 1157	(4)	

Date: March 31, 1975

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

SUPPLEMENTAL TRAFFIC SURVEY
RATE ANALYSIS

COMMODITY	Benzol and Benzene	TONNAGE (SHORT TONS)	1819
BEAR ORIGIN	Cicero, Ill.	BEAR DESTINATION	Beaumont, Texas
~~EXISTING~~ CONSTRUCTED ALL-RAIL RATE:	$19.60 NT (1)	RAIL 28300 MILES	99
ALL-WATER RATE:	$ 7.45 NT	WATER MILES	156

ALTERNATIVE RATES:	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1321	Barge	$ 6.47 NT
HANDLING AT RIVER DESTINATION			1.50 NT
CHARGE EX RIVER	199	Rail	7.20 NT (2)
		TOTAL	$15.17 NT

ALTERNATIVE RATES:	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER	276	Rail	$ 7.80 NT (3)
HANDLING AT RIVER ORIGIN			1.50 NT
LINE-HAUL CHARGE	957	Barge	4.69 NT
HANDLING AT RIVER DESTINATION			1.50 NT
CHARGE EX RIVER	199	Rail	7.20 NT (2)
		TOTAL	$22.69 NT

REMARKS:

EXPLANATION OF REFERENCE MARKS

(1) SWL 1131 ICC 5137

(2) SWL 52E ICC 5008

(3) IFA 1-107B ICC 1219

(4)

Date: March 31, 1975

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

SUPPLEMENTAL TRAFFIC SURVEY
RATE ANALYSIS

COMMODITY Benzol and Benzine TONNAGE (SHORT TONS) 19854

BEAR ORIGIN Houston Shipchannel, Texas BEAR DESTINATION Romeoville, Ill.

[illegible] CONSTRUCTED ALL-RAIL RATE:	$19.60 NT (1)	RAIL 28300 MILES	1035
ALL-WATER RATE:	$ 8.67 NT	WATER MILES	1628

ALTERNATIVE RATES:	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER	282	Rail	$11.40 NT (2)
HANDLING AT RIVER ORIGIN			1.50 NT
LINE-HAUL CHARGE	1324	Barge	7.02 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
		TOTAL	$19.92 NT

ALTERNATIVE RATES:	Miles	Mode	Rate per Net Ton
CHARGE TO RIVER	282	Rail	$11.40 NT (2)
HANDLING AT RIVER ORIGIN			1.50 NT
LINE-HAUL CHARGE	957	Barge	5.07 NT
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER	276	Rail	7.80 NT (3)
		TOTAL	$27.27 NT

REMARKS:

EXPLANATION OF REFERENCE MARKS

(1)	SWL 125Q ICC 5007	(3)	IFA 1-107B ICC 1219
(2)	SWL 52 E ICC 5008	(4)	

Date: March 31, 1975

CHARLES DONLEY AND ASSOCIATES
(DACW43-75-C-0067)

D. Discussion of Rate Analysis

1. Using the rate information provided by Donley and Associates, included in this Appendix, rate differentials were calculated for the 231 movements. The rate differential was defined as the difference between the water rate, including any other charges shown on the rate analysis sheet, and the least-cost alternative, either rail, truck, or a joint rail-water movement. No attempt was made to ascertain the availability of the least-cost alternative. For purposes of analysis, it was assumed that the least-cost alternative would be available as a transportation mode at published rates.

2. As a check on the validity of rail rates, a contract was given to the Tennessee Valley Authority to verify these rates. Generally, there was agreement on the rates. Results of the TVA contract are shown in Part E of this Appendix. The comments are self-explanatory, and the numbering corresponds to that of the Donley Rate Analysis sheets.

3. Not all of the rates reviewed by TVA were the same as those provided by Donley and Associates in their final report. Corrections were made as the study progressed and during the final contract meeting. Any movements for which rate changes were made prior to receiving the final report from Donley and Associates and effected benefit calculations are shown in Part F of this Appendix. All other rates utilized are those contained in the final report.

4. Two other points of importance should be noted. First, many of the comments from TVA did not apply to the least-cost alternative and thus did not affect rate differentials. Second, the rate utilized (always the original provided by Donley and Associates) was normally a conservative rate. Although higher rail rates existed, it was believed to be appropriate to always utilize the lower rate.

5. It should be noted that most of the corrections were small, and normally the original least-cost alternative rate was lower than the actual rate. The exception to this is the rates provided for movements of salt. Although the changes are large, the salt continues to move under all construction alternatives. Thus, the rate savings to each alternative are overstated by the same amount. This introduces an upward bias in benefit/cost ratio calculations. However, any error

introduced in the analysis by not adjusting rate differentials to reflect new rates is well within the limits of the uncertainty of demand. Considering all these factors, it was not deemed necessary to adjust rate savings to reflect these changes.

E. Rail Rate Validation, Tennessee Valley Authority

Sheet No.

1. Corn, Davenport, IA to Guntersville, AL: Existing and alternate rate to St. Louis should be 390¢ per Item 11025, Supplement 46, BN 92.

2. OK

3. OK

4. Corn, Savage MN to Destrehan, LA: Existing rail rate shown beyond St. Louis applies to New Orleans, however not applicable to Destrehan per Item 230-C(2), Supplement 112, SFTB 988-A. Item 22697-E, Supplement 112, SFTB 988, publishes rate to Destrehan of 879¢. An East St. Louis combination could also be applied, using the estimated rate shown to East St. Louis and 730¢ beyond per Item 1050, ICG 602.

5. OK

6. OK

7. Corn, Florence, IL to Baton Rouge, LA: Unable to verify existing or alternate rate shown to St. Louis. Rate possibly has been estimated on the basis of a rate published from a nearby point. Florence is located on the Milwaukee Railroad, however a Burlington Northern tariff has been shown for the rate authority. A Savanna, IL combination from Florence to St. Louis would be 1180¢ per Item 3000, CMSTP&P 15165-H and Item 11025, Supplement 46, BN 92.

8. OK

9. Corn, Havana, IL to Baton Rouge, LA: Through rail rate shown is OK. Alternate rail rate of 550¢ shown to St. Louis does not apply on export traffic per Item 310 of E-772-E. Item 1232, ICG 1537-Q, publishes rate of 730¢ to St. Louis.

10. Corn, Pekin, IL to New Orleans, LA: Through rail rate shown is OK. Alternate rail rate of 610¢ shown to St. Louis does not apply on export traffic per Item 310 of E-722-E. Item 4040, WTL 332-H, publishes rate of 830¢ to St. Louis.

11. Corn, Pekin, IL to Baton Rouge, LA: Same as No. 10.

12. Corn, Pekin, IL to Westwego, LA: Same as No. 10.

13. Corn, Pekin, IL to Vicksburg, MS: Unable to verify existing rate shown. SFTB 972-E does not apply from this origin. Item 420-B, Supplement 31, ICG 3857-F, publishes rate of 444.5¢ to Cairo, IL; Item 17800, SFTB 972-E publishes rate of 469¢ beyond, total rate 913.5¢. Alternate rate OK.

14. Corn, North Pekin, IL to Destrehan, LA: Existing rate OK. Alternate rail rate of 610¢ shown to St. Louis does not apply on export traffic per Item 310 of E-772-E. Item 4040, WTL 332-H, publishes rate of 830¢ to St. Louis.

15. Corn, Peoria, IL to Baton Rouge, LA: Existing rate OK. Alternat rail rate of 610¢ shown to St. Louis does not apply on export traffic per Item 310 of E-772-E. Item 20445, WTL 332-H, publishe rate of 680¢ to St. Louis.

16. Corn, Peoria, IL to Pascagoula, MS: Existing rate OK. Alternate rail rate of 610¢ shown to St. Louis does not apply on export traffic per Item 310 of E-772-E. Item 20445, WTL 332-H, publishe rate of 680¢ to St. Louis.

17. Corn, Peoria, IL to New Orleans, LA: Same as No. 16.

18. Corn, Spring Valley, IL to New Orleans, LA: Existing rate OK. Alternate rate of 660¢ shown to St. Louis does not apply on expor traffic per Item 310 of E-772-E. Item 665, BN 92, publishes rate of 1010¢ to St. Louis.

19. Corn, Spring Valley, IL to New Orleans, LA: Same as No. 18.

20. Corn, Ottawa, IL to Destrehan, LA: Existing rate OK. Alternate rail rate of 660¢ shown to St. Louis does not apply on export traffic per Item 310 of E-772-E. Item 640, BN 92, publishes rate of 1010¢ to St. Louis.

21. Corn, Morris, IL to Westwego, LA: Existing rate OK. Alternate rail rate of 680¢ shown to St. Louis does not apply on export traffic per Item 310 of E-772-E. Section 2, Page 58, CRIP 34560-, publishes rate of 1010¢ to St. Louis.

22. OK

23. OK

24. OK

25. OK

26. Soybeans, Florence, IL to New Orleans, LA: Same as No. 7.

27. Soybeans, Beardstown, IL to Memphis, TN: Unable to verify existing rail rate of 360¢ shown to St. Louis. Item 8440, Supplement 46, BN 92, publishes rate of 550¢. Rail rate shown beyond St. Louis OK.

28. Soybeans, Havana, IL to New Orleans, LA: Existing rail rate shown published in Item 1050, ICG 602, however does not apply on soybeans. Item 1010, ICG 602, publishes rate of 1190¢ on soybeans.

29. Soybeans, Pekin, IL to Baton Rouge, LA: Existing rail rate shown published in Item 1050, ICG 602, however, does not apply on soybeans. Item 1055, ICG 602, publishes rate of 810¢ on soybeans. Alternate rail rate shown to St. Louis should be 830¢, Item 4040, WTL 332-H.

30. Soybeans, Kingston, IA to Alliance, LA: Unable to verify existing rail rate shown to St. Louis. Item 2335, BN 92, publishes rate of 1070¢.

31. Soybeans, Savage, MN to New Orleans, LA: Existing and alternate rail rate to St. Louis should be 1380¢ per Item 1255, Supplement 19, CNW 17194.

32. OK

33. Barley and Rye, St. Paul, MN to Louisville, KY: Rate of 7.595¢ is published in Item 1230, WTL 332-H, however, expired on June 12, 1973. Since this rate has been used as a basis for estimating rates shown on several other sheets, we assume it could be used as an estimated rate in this instance also.

34. OK

35. OK

36. OK

37. OK

38. Oats, Savage, MN to Guntersville, AL: See No. 33.

39. OK

40. OK

41. OK

42. Wheat, Florence, IL to New Orleans, LA: Same as No. 7.

43. OK

44. Wheat, Peoria, IL to Baton Rouge, LA: Alternate rail rate to St. Louis should be 830¢ per Item 1040, WTL 332-H.

45. OK

46. Wheat, Hannibal, MO to New Orleans, LA: Unable to verify existing and alternate rail rate of 360¢ to St. Louis. Item 11025-J, Supplement 46, BN 92, publishes rate of 390¢, intermediate from Burlington, IA.

47. OK

48. Wheat, Pekin, IL to New Orleans, LA: Alternate rail rate to St. Louis should be 830¢ per Item 4040, WTL 332-H.

49. OK

50. OK

51. OK

52. Wheat, Beardstown, IL to New Orleans, LA: Unable to verify existig and alternate rate of 360¢ to St. Louis. Item 11025-J, Supplement 46, BN 42, publishes rate of 390¢, intermediate from Kewanee, IL.

53. Wheat, Louisiana, MO to Pascagoula, MS: Unable to verify existing and alternate rate of 360¢ to St. Louis. Item 11025-J, Supplement 46, BN 42, publishes rate of 390¢, intermediate from Burlington, I.

54. Coal, St. Louis, MO to Cassville, WI: Unable to verify 200¢ rate o river, or 32¢ rate for handling at river.

55. Coal, St. Louis, MO to Cassville, WI: Same as No. 54.

56. Coal, St. Louis, MO to Alma, WI: Same as No., 54.

57. Coal, St. Louis, MO to St. Paul, MN: Unable to verify 200¢ rate to river, or 32¢ handling charge at river. Unable to verify 649¢ or 946¢ NT single car.

58. Constructed rate.

59. Coal, St. Louis, MO to Chicago, IL: Unable to verify charge to river of 186¢ or 32¢ handling.

60. Constructed rate.

61. OK

62. OK

63. OK

64. OK

65. Constructed rate.

66. OK

67. Coal, Roseville, AR to Cassville, WI: Unable to verify rates.

68. OK

69. OK

70. OK

71. OK

72. OK

73. OK

74. OK

75. Gasoline, Hartford, IL to Cicero, IL: Through rate shown is OK. Alternate rail rate beyond Hartford shown as 1380¢, but this rate not applicable to Cicero because of tariff restriction. Item 63830, Supp. 52, IFA 107-B publishes a rate of 1660¢.

76. OK

77. OK

78. OK

79. Gasoline, Borger, TX to Albany, IL: Through rate shown is OK. Alternate rail rate beyond St. Louis shown as 1460¢. Items 50176, 30610, and 2640, IFA 107-B, publish combination rate of 1380¢.

80. OK

81. OK

82. Gasoline, St. Louis, MO to Bettendorf, IA: Unable to verify rate of 1180¢ shown. Items 50176 and 30610, IFA 107-B, publish combination rate of 1120¢.

83. OK

84. Gasoline, Beaumont, TX to Bettendorf, IA: Through rate shown is OK. Alternate rail rate beyond St. Louis same as 82.

85. OK

86. OK

87. Jet Fuel, Atreco, TX to Cicero, IL: Through rate shown is OK. Alternate rail rate beyond St. Louis shown as 1380¢. Items 905 and 63830, IFA 107-B, publish a rate of 1660¢.

88. OK

89. OK

90. OK

91. OK

92. Kerosene, Lawrenceville, IL to Cicero, IL: Through rate shown is OK. Alternate rail rate beyond same as 75.

93. OK

94. Kerosene, Beaumont, TX to Bettendorf, IA: Through rate shown is OK. Alternate rail rate beyond St. Louis same as 82.

95. OK

96. OK

97. Kerosene, Beaumont, TX to Cicero, IL: Through rate shown is OK. Alternate rail rate beyond St. Louis same as 75.

98. OK

99. OK

100. OK

101. OK

102. OK

103. Gas Oil, Fuel Oil, Memphis, TN to Lyons, IA: Through rate of 1520¢ shown is not applicable because of tariff restriction. Item 34112, SWL 125-Q, publishes rate of 2040¢. Alternate rail rate beyond St. Louis is OK.

104. OK

105. OK

106. OK

107. OK

108. OK

109. OK

110. OK

111. OK

112. OK

113. OK

114. OK

115. OK

116. OK

117. Gas Oil, Fuel Oil, Mount Vernon, IN to Rock Island, IL: Through rate shown is OK. Alternate rail rate beyond St. Louis shown as 1800¢. Item 58816, IFA 107-B, publishes rate of 1680¢.

118. OK

119. OK

120. OK

121. OK

122. OK

123. OK

124. OK

125. Estimated rates.

126. Estimated rates.

127. Estimated rates.

128. Estimated rates.

129. Estimated rates.

130. Estimated rates.

131. Estimated rates.

132. Estimated rates.

133. Estimated rates.

134. Estimated rates.

135. Estimated rates.

136. Estimated rates.

137. OK

138. OK

139. OK

140. OK

141. OK

142. OK

143. OK

144. OK

145. OK

146. Estimated rates.

147. OK

148. OK

149. OK

150. OK

151. OK

152. OK

153. OK

154. OK

155. Petroleum Asphalt, Smiths Bluff, TX to Cicero, IL: Through rate shown is OK. Alternate rail rate beyond St. Louis shown as 1020. Item 59186, IFA 107-B, publishes rate as 1280¢.

156. OK

157. OK

158. OK

159. Constructed rate.

160. Constructed rate.

161. Constructed rate.

162. OK

163. OK

164. OK

165. OK

166. Dry Sulphur, Lafourche, LA to Marseilles, IL: Our records do not show Lafourche on navigable water. Rate of 2020¢ correct if assumed to be intermediate to Lake Charles, LA, as origin and Chicago as destination.

167. Dry Sulphur, Joliet, IL to St. Louis, MO: Rate of 720¢ shown on sheet is rate from St. Louis to Joliet. Must have used this to estimate rate in reverse direction.

168. OK

169. Iron & Steel Scrap, Davenport, IA to St. Louis, MO: Sheet shows a rate of 848¢ NT. We check 839¢ NT.

170. Iron & Steel Scrap, Chicago, IL to Guntersville, AL: Apparently rate to Anniston, AL, of 1044¢, flagged water competitive, was used. This rate increased would be 1176¢ NT as shown on the sheet. This rate cancelled August 31, 1974, per supplement 144, IFA 74-K. Present through rail rate from Chicago, to Guntersville, AL, is 1638¢ NT, M/W 112M pounds.

171. Castings & Forgings, South Chicago, IL to Granite City, IL: Rate of 1420¢ shown on sheet. We check 1320¢ NT to be correct.

172. Castings & Forgings, Gary, IN to Houston, TX: This rate checks OK. Rate from Gary to St. Louis shown on sheet as 1420¢ NT. We check 1320¢ NT to be correct.

173. Steel Mill Products, Gary, IN to Houston, TX: A rate of 1780¢ is shown on sheet. This rate is so much lower than the rate 3190¢, applying to this specific commodity description that we assume a specific rate applying on sheet steel is being used. We check this rate to be 1740¢ NT. Rate from Gary to St. Louis shown as 1192¢ NT. We check this rate to be 1158¢ NT.

174. Steel Mill Products, South Chicago, IL to St. Louis, MO: Rate shown on sheet as 1192¢ NT. We check this rate to be 1158¢ NT.

175. Steel Mill Products, Gary, IN to New Orleans, LA: This rate checks OK. Rate from Gary, IN, to St. Louis shown as 1192¢ NT. We check this rate to be 1158¢ NT.

176. Iron & Steel Products, South Chicago, IL to Houston, TX: Unable to verify rate of 1752¢ NT. Check rate to be 3190¢. South Chicago, IL, to St. Louis, MO rate shown to be 1192¢ NT. We check this rate to be 1158¢ NT.

177. OK

178. OK

179. OK

180. Manganese, Pittsburgh, PA to Gary, IN: Through rate of 1432¢ shown is present level of a cancelled rate as published in Item 28960, TL-CTR 2009-I. Manganese ore was eliminated from this item in Supplement 28. We assume rate can be used as an estimated rate.

181. OK

182. OK

183. OK

184. OK

185. OK

186. OK

187. OK

188. OK

189. OK

190. OK

191. OK

192. Coal Tar, Chemical Products, Deer Park, TX to Cicero, IL: Through rate shown is OK. Alternate rail rate beyond St. Louis shown as 1020¢. Item 1035, IFA 107-B, publishes rate of 1280¢.

193. OK

194. Same as 192.

195. Coal Tar, Chemical Products, Corpus Christi, TX to Treats Island, IL Through rate estimated. Alternate rail rate beyond St. Louis shown as 1020¢. Item 25040, IFA 107-B, publishes the rate as 1140¢.

196. OK

197. OK

198. OK

199. Alcohols, Plaquemine, LA to Minneapolis, MN: Unable to verify through rate of 2040¢ shown. Item 5100, SWL 210-K, publishes rate of 2500¢. Alternate rail rate beyond St. Louis is estimated.

200. Sulphuric acid, St. Louis, MO to Channahon, IL: The through rate of 963¢ shown is a published rate from East St. Louis, IL, to Chicago, IL. There are no routes published via Channahon (Railhead Minooka) however, we assume rate could be used as an estimated rate. Published rate from St. Louis to Minooka is 1246¢ per Item 4180, Supplement 46, IFA I-2002-T.

201. Sulphuric acid, Cincinnati, OH to Joliet, IL: Through rate shown is OK. Unable to verify alternate rate of 950¢. Item 603-E, Supplement 162, IFA 33-H, publishes rate of 963¢ from East St. Louis to Joliet.

202. OK

203. OK

204. Fertilizer & Fertilizer Material, Cicero, IL to Tampa Harbor, FL: Through rate OK. Alternate rate shows 597¢ rail to St. Louis, 100¢ transfer charge, and 829¢ barge. We assume rail and barge factors have been reversed. Item 6100-B, Supplement 46, IFA I-2002-T publishes rail rate of 829¢ to St. Louis. Survey sheet shows total alternate rate of 1506¢. Total of three factors above should be 1526¢.

205. OK

206. OK

207. OK

208. Superphosphate, Florence, AL to Palmyra, MO: The through rate of 958¢ shown is not applicable from Florence. Item 32030, SFTB 840-I, publishes the applicable rate of 993¢. Alternate rail rate beyond is estimated.

209. OK

210. OK

211. OK

212. Non-Metallic Minerals, Brownsville, TX to S. Chicago, IL: Unable to find this commodity description in tariff, but found the rate shown on the sheet applying on fluorspar between these two points.

213. Salt, Jefferson Island, LA to Chicago, IL: Sheet shows rate of 1472¢. We check 1515¢. St. Louis to Chicago, sheet shows rate of 1199¢. We check 1233¢. Difference in rates caused by the original use of Table 3, under X-281-B, while we check Table 6 to be applicable.

214. Salt, Jefferson Island, LA to Dubuque, IA: Sheet shows rate of 1880¢. We check 1920¢. St. Louis to Dubuque, sheet shows rate of 1335¢. We check 1375¢. Difference in rates caused by the original use of Table 3, under X-281-B, while we check Table 6 to be applicable.

215. Salt, Belle Isle, LA to Savage, MN: Belle Isle is not served by the railroad. Rate used is the Jefferson Island rate and checks OK.

216. Salt, Cote Blanche, LA to Prairie du Chien, WI: Unable to find Cote Blanche listed in any publication. Rate used is the Jefferson Island rate and checks OK.

217. OK

218. Salt, Jefferson Island, LA to Davenport, IA: Sheet shows rate of 1880¢. We check 1920¢. St. Louis to Davenport, sheet shows rate of 1163¢. We check 1198¢. Difference in rates caused by the original use of Table 3, under X-281-B, while we check Table 6 to be applicable.

219. Salt, Belle Isle, LA to Calumet Harbor, IL: Belle Isle is not served by the railroad. The rate used is the Jefferson Island to Chicago rate and is the same as Sheet No. 213.

220. Salt, Cote Blanche, LA to Dolton, IL: Unable to find Cote Blanche listed in any publication. Rate used is the Jefferson Island to Chicago rate and is in error as shown in Sheet No. 213.

221. Inedible Molasses, New Orleans, LA to Cicero, IL: Through rate of 2240¢ as shown is an effective rate, however, Item 6305-A, Supplement 22, SFTB 947-B, publishes rate of 1560¢ from New Orleans to Cicero.

222. Lime, St. Genevieve, MO to Calumet Harbor, IL: Tonnage shown on sheet is 11,027, while the rate shown is subject to annual volume of 50,000 tons. There is a higher rate of 1037¢ NT published which applies on an annual volume of 30-50,000 tons. The single car rate, minimum weight 80,000 lbs., is 1160¢.

223. OK

224. Estimated rates.

225. Benzol and Benzene, Cicero, IL to Beaumont, TX: Unable to verify through rate of 2200¢ shown. Part 5, Column 30, Item 12060, SWL 113-I, publishes rate of 2260¢. Published alternate rate is shown as 1000¢. Item 1355-B, Supplement 52, IFA 107-B, publishes rate to St. Louis of 1260¢ and to East St. Louis of 1220¢.

226. Benzol and Benzene, Houston Ship Channel to Romeoville, IL: Published through rate shown is OK. Unable to verify published alternate rate shown. Item 58176 and Item 63830-C, Supplement 52, IFA 107-B, publishes rate of 1660¢.

227. OK

228. Pulp, Baton Rouge, LA to Chicago, IL: Through rate shown is OK. Unable to verify alternate rate of 1080¢ shown beyond St. Louis. Item 8975, IFA I-2002-T, publishes rate of 1280¢.

229. Constructed rates.

230. OK

231. OK

F. Rate Changes Effecting Rate Differentials

Rate Analysis Sheet Number	Type of Rate	Old Rate	New Rate	Change in R Differentia
1		$	$	$
27	Existing Rail			
46	Alternative; Rail	3.60	3.90	+ .30
52	to St. Louis			
53				
54 55	Existing Rail Constructed Rail	8.75	7.14	- 1.61
56	Existing Rail Constructed Rail	9.61	8.50	- 1.11
58 60	Existing Rail Alternative; Rail-Water	9.58	8.11	- 1.47
61 62	Existing Rail Constructed Rail	8.39	8.19	- .20
63	Existing Rail Constructed Rail	9.58	9.37	- .21
65	Existing Rail	9.91	9.06	- .85
67	Alternative; Rail-Water Constructed Rail	11.00	10.02	- .98
80	Alternative; Water-Rail	9.63	11.13	+ 1.50
81	Alternative; Water-Rail	15.43	16.93	+ 1.50
85	Constructed Rail	12.80	11.00	- 1.80
117	Alternative; Water-Rail	17.40	16.40	- 1.00

ate Analysis heet Number	Type of Rate	Old Rate	New Rate	Change in Rate Differential
169	Existing Rail	$ 8.48	$ 8.39	$ - .09
191	Alternative; Water-Rail	19.46	17.96	- 1.50
204	Alternative; Rail-Water	15.06	15.26	+ .20
213 219 220	Existing Rail Alternative; Water-Rail	14.72	12.57	- 2.15
214	Alternative; Water-Rail	17.61	12.95	- 4.66
215	Alternative; Water-Rail Constructed Rail	20.26	15.47	- 4.79
216	Alternative; Water-Rail	19.66	13.90	- 5.76
217	Existing Rail Constructed Rail	19.20	15.47	- 3.73
218	Alternative; Water-Rail	15.89	11.89	- 4.00
229	Alternative; Water-Rail River Route	23.66 6.74	24.20 7.67	- .39

APPENDIX J

TRANSPORTATION COST ANALYSIS

APPENDIX J

Transportation Cost Analysis

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2. Waterway Costs
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E. Cost Savings by Category

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Attachment

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Figure No.	Title
App-J-1	Railroad Territories

A. Introduction

In computing navigation benefits accruing to alternative construction plans of Locks and Dam No. 26, it was assumed that the rate differentials between the water rate and the least-cost alternative adequately reflected actual savings. However, it was also deemed desirable to calculate alternative modes cost savings for movements through Locks and Dam No. 26. This serves not only as a check or rate savings, but would also indicate whether alternatives to capacity expansion might be economically desirable and feasible.

B. Constraints

System constraints used for all portions of the cost analysis were the same as were used in the benefit computation. One exception was use of all-water cost for traffic originating or terminating in GIW West 2 and GIW West 3. Cost data for ocean-going barges indicate that the most likely alternative route, if Vermillion (or Calcasieu) Lock is constrained, would be through the Gulf of Mexico to Louisiana, transfer of the cargo to shallow-draft barges, and proceed on the Inland Waterways System. The costs would also be comparable for each route and for convenience, it was assumed that the all-water route would be through the GIWW.

C. Cost Determination Methodology

1. Rail Costs

Rail costs were computed using the computations from Rail Carload Cost Scales - 1972, published by the Interstate Commerce Commission, Bureau of Accounts. All Movements were costed by commodity type, car type, train type and region of operation. The format for computing rail costs if found on page 141 of the ICC publication noted above, and reproduced as table App-J-1.

a. Sample

All Movements contained in the sample used for the rate analysis were costed out using ICC data for 1972. The sample was supplemented for any reach of the river that was not covered in the rate analysis. Generally, these movements were less than 20,000 tons annually and comprised only a small percentage of the tonnage moved in 1972. These movements were considered to move between the major origins and destinations within the relevant portion of the Inland Waterways System and were costed out between these points.

b. Rail Miles

Rail miles were calculated for each movement from maps of existing railroad track contained in the Handy Railroad Atlas of the United States,

TABLE APP. J-1

FORMAT FOR COMPUTING RAIL COSTS

Line No.	Item (1)	Source (2)	Amount (cen s) (3)
	VARIABLE COST:		
1	Terminal: per carload	Table 3, line 1, col. 6	10895.246
2	per cwt.	Table 3, line 1, col. 7	.035
3	Total per cwt. (Table 2, col. 2)	(Line 1 ÷ 600) + line 2	18.194
4	Way train: per car-mile	Table 3, line 17, col. 4	36.38762
5	per cwt.-mile	Table 3, line 17, col. 5	.02224
6	Total per cwt.-mile (Table 2, col. 6)	(Line 4 ÷ 600) + line 5	.08289
7	Through train: per car-mile	Table 3, line 33, col. 4	28.31618
8	per cwt.-mile	Table 3, line 33, col. 5	.01248
9	Total per cwt.-mile (Table 2, col. 8)	(Line 7 ÷ 600) + line 8	.05967
10	Mileage: Total	300	
11	Way train	38[a]	
12	Through train	262	
13	Way train cost	(Line 6 x 1.17[b]) x line 11	3.68528
14	Through train cost	(Line 9 x 1.17[b]) x line 12	18.29124
15	Total cost per cwt. (Table 1, Variable)	Sum of lines 3, 13, & 14	40.2
	CONSTANT EXPENSE:		
16	Terminal cost per cwt.	Table 3, col. 9	2.809
17	Line-Haul cost per cwt.-mile	Table 3, col. 8	.01472
	Fully Allocated Cost:		
18	Way train per cwt.-mile (Table 2, col. 7) x 1.17[b]	(Line 6 + line 17) x 1.17[b]	.11420
19	Through train per cwt.-mile (Table 2, col. 9) x 1.17[b]	(Line 9 + line 17) x 1.17[b]	.08704
20	Total terminal cost (Table 2, col. 3)	Line 3 + line 16	21.003
21	Total way train cost	Line 18 x line 11	4.33960
22	Total through train cost	Line 19 x line 12	22.80448
23	Total cost per cwt. (Table 1, F.A.)	Sum of lines 20, 21, & 22	48.1

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[a] Item 6, page 6

[b] Item 9, page 148, Table 5, line 1, col. 3

published by Rand McNally. These maps include main line railroad mileage as well as railroad track by state, including important cities, junctions and terminal points along each rail line. The rail miles were adjusted for circuity by type of haul and car as shown on page 148 of the ICC Rail Carload Cost Scale - 1972 and reproduced as table App-J-2.

c. Type of Car

Because of the difference in car costs, it was necessary to determine the type of car utilized in the movement of each commodity. The type of car utilized in cost computation for commodity movements are listed below:

Grain - covered hopper
Coal - open hopper
Petroleum - tank car
CSSG- gondola; general service
Iron & Steel - gondola; general service
Industrial chemicals - tank car
Lime - box car
Agricultural chemicals - tank car
Phosphate rock - covered hopper
Sugar - tank car
Salt - Covered hopper
Misc. - Box car or covered hopper

The average weight per car, by region, is found in Rail Carload Cost Scales - 1972 on page 150. The costs per ton were computed using average weight by type of car and region.

d. Adjustments

Rail costs were computed using the from reproduced as table App-J-1, and data from Table 3 of Rail Carload Cost Scales - 1972. In order to make these costs compatible with available waterway costs, the following adjustments were made:

Loss and Damage Claims - An appropriate allowance for loss and damage for each commodity was added to line 2, Variable Terminal Cost per Hundredweight. These claims can be found in Appendix A, page 180, of Rail Carload Cost Scales - 1972 and are reproduced as table App-J-3 for the appropriate commodities.

e. Type of Train

It was generally assumed that all movements would be shipped by through trains. There are two exceptions to this. If a train from one railroad must utilize the main line track of another railroad to complete a movement and the use of the main line track of the second railroad was less than 50 miles, it was assumed that the movements would be by way train for the

TABLE APP. J-2

RAIL CIRCUITY FACTORS

Line No.	Type of Car (1)	Local (2)	Circuity-Percents Interline (3)	Average Interl (4)
1	Box-general service unequipped	11	17	16
2	Box-general service equipped	11	17	16
3	Box-special service	8	18	17
4	Gondola-general service	11	18	16
5	Gondola-special service	11	18	16
6	Hopper open-general service	10	15	13
7	Hopper open-special service	10	15	13
8	Hopper covered	10	20	18
9	Stock	5	9	8
10	Flat-general service	8	16	13
11	Flat-TOFC	7	12	9
12	Refrigerator all	9	13	12
13	Tank all	10	20	18
14	Average, all types	10	16	15

SUMMARY OF LOSS AND DAMAGE PAYMENTS BY COMMODITY GROUPS--1972

Line No.	Commodity Groups (1)	I.C.C. Freight Commodity Class Numbers (2)	L&D Claim Payments per Unit Originated		
			Carload (dollars) (3)	Ton (cents) (4)	Hundred-weight (col. (4) Divided by 20) (cents) (5)
1	Farm Products	01	14.07	22.690	1.135
2	Cotton in bales	01121	6.59	28.316	1.416
3	Grain	01139	4.71	5.978	.299
4	Soybeans	01144	11.06	15.480	.774
5	Potatoes, other than sweet	01195	23.89	83.024	4.151
6	All fresh fruits and tree nuts	012	89.02	333.034	16.652
7	All fresh vegetables	013	87.76	318.959	15.948
8	Other farm products	01 (except 01121, 01139, 01144, 01195, 012, and 013	3.57	8.727	.436
9	Metallic Ores	10	0.91	1.125	.056
10	Coal	11	0.57	.708	.035
11	Nonmetallic minerals, except fuels	14	0.47	.621	.031
12	Food and Kindred Products	20	19.69	45.857	2.293
13	Fresh meat	2011	86.87	417.218	20.861
14	Frozen meat	2012	40.07	98.944	4.947
15	Meat products	2013	31.67	69.643	3.482
16	Dressed poultry	2015	174.08	435.793	21.790
17	Frozen poultry	2016	25.59	70.023	3.501
18	Canned or cured sea foods	2031	100.69	222.657	11.133
19	Canned specialties	2032	15.70	42.032	2.102
20	Canned fruits or vegetables	2033	25.78	55.044	2.752
21	Pickled fruits or vegetables	2035	25.62	66.357	3.318
22	Fish, packages	2036	143.45	373.120	18.656
23	Frozen fruits or vegetables	2037	19.58	45.447	2.272
24	Grain mill products	204	13.15	33.236	1.662
25	Sugar, refined	2062	22.08	34.864	1.743
26	Beer	20821	13.67	29.707	1.485
27	Wines, Brandy	2084	73.20	169.514	8.476
28	Whiskey	20851	61.79	165.433	

TABLE APP. J-3 - SUMMARY OF LOSS AND DAMAGE PAYMENTS BY COMMODITY GROUPS--1972 (CONT'D)

Line No.	Commodity Groups (1)	I.C.C. Freight Commodity Class Numbers (2)	L&D Claim Payments per Unit Originated Carload (dollars) (3)	 Ton (cents) (4)	 Hundred-weight (col. (4) Divided by 20) (cents) (5)
29	Soft drinks	2086	21.79	58.290	2.915
30	Misc. food preparations	209	17.61	36.346	1.817
31	Other food and kindred products	20 (except 2011-2013; 2015, 2016, 2031-2033; 2035-2037; 204, 2062, 20821, 2084, 20851, 2086, & 209)	18.76	44.227	2.211
32	Tobacco products	21	96.73	317.755	15.888
33	Lumber and wood products, except furniture	24	4.19	8.223	.411
34	Plywood or veneer	2432	13.24	29.991	1.500
35	Other lumber and wood products	24 (except 2432)	3.24	6.272	.314
36	Furniture and fixtures	25	20.32	235.357	11.768
37	Pulp, paper, and allied products	26	10.14	26.977	1.349
38	Newsprint	26211	61.39	95.235	4.762
39	Other pulp, paper, and allied products	26 (except 26211)	8.50	23.139	1.157
40	Chemicals or allied products	28	6.61	10.482	.524
41	Petroleum or coal products	29	2.08	3.919	.195
42	Rubber and Misc. Plastics	30	16.19	98.754	4.938
43	Stone, clay, and glass products	32	5.21	8.679	.434
44	Flat glass	321	64.28	142.693	7.135
45	Glassware	322	9.30	40.962	2.048
46	Brick	32511	10.78	17.685	.844
47	Misc. structural	3259	38.06	103.313	5.166
48	Other	32 (except 321, 322, 32511, and 3259)	3.28	5.234	.262
49	Primary metal products	33	8.08	12.886	.644
[illegible]	[illegible]	[illegible]	13.59	46.289	2.314

TABLE APP. J-3 - SUMMARY OF LOSS AND DAMAGE PAYMENTS BY COMMODITY GROUPS--1972 (CONT'D)

			L&D Claim Payments per Unit Originated		
Line No.	Commodity Groups (1)	I. C. C. Freight Commodity Class Numbers (2)	Carload (dollars) (3)	Ton (cents) (4)	Hundred-weight (col. (4) Divided by 20) (cents) (5)
51	Machinery, except electrical	35	31.64	142.476	7.124
52	Electrical machinery, equipment, and supplies	36	26.56	190.540	9.527
53	Household appliances	363	18.24	160.041	8.002
54	Other electrical machinery equipment and supplies	36 (except 363)	57.44	245.787	12.289
55	Transportation equipment	37	27.41	117.459	5.873
56	Motor vehicles	3711	62.35	282.517	14.126
57	Motor vehicle parts	3714	5.70	23.727	1.186
58	Other	37 (except 3711 and 3714)	7.80	31.838	1.592
59	Freight forwarder traffic	44	18.15	98.478	4.924
60	Shipper association traffic	45	16.32	87.368	4.368
61	All others	08-09-13-19-22-23-27-31 38-39-40-41-42-46	6.67	18.508	.925
62	L. C. L.	47	97.00	380.452	19.023
63	Total carload (sum of lines 1, 9-12, 32, 33, 36, 37, 40-43, 49-52, 55, 59-61)		8.44	14.992	.750
64	Grand total, carload & L. C. L. (line 62 & 63)		8.53	15.159	.758

portion of the movement over the main line track of the second railroad, and was costed out using data for the second railroad. The other major exception was the movement of coal. All coal movements are net of switching costs and were assumed to move over the shortest route. This was used as a proxy for unit train movements. A comparison of the costs obtained by this method and the costs for unit train movements contained in Ex Parte No. 270 (Sub-No. 4), Investigation of Railroad Freight Rate Structure - Coal, ICC. December 3, 1974, indicates that this method yields satisfactory results for costing unit trains. No other commodities were assumed to move as unit trains for this particular analysis.

2. Waterway Costs

a. Waterway line-haul costs used were those contained in the Domestic Waterborne Shipping Market Analysis prepared for the Maritime Administration.[1] These costs reflect average costs for inland waterways equipment operating on specific waterways. Costs incurred picking up or dropping off barges enroute were not included in the above analysis. Inland waterway operations do include a significant amount of this pick-up and drop-off type activity. Costs for comparable rail activities were not included in the analysis either.

A recent study prepared for the Federal Railroad Administration[2] included switching charges from Dubuque, Iowa, to St. Louis to New Orleans and return. These charges were used as representative of a general average for those movements traversing Locks No. 26. A per ton switching charge was applied to each movement at its origin and destination plus at each point such as St. Louis; Cairo, Illinois; or any river interchange point at which the tow may have been required to adjust or change its configuration. The origin and Destination switching charges are comparable to the railroad terminal charges. For purposes of analysis it was assumed that all traffic originated and terminated on the waterway. Although this is not completely true, a great many of the movements due originate and terminate on the waterway. Many other commodites are faced with gathering or dispersing charges regardless of what mode is used (See Appendix I).

3. Least-Cost Alternative

a. The Least-Cost Alternative was assumed to be a rail-water movement or an all rail movement due to the distance involved. In effect it was determined that for some cities adjacent to the river an all rail shipment was the least costly alternative. Between other cities a joint rail-barge shipment was the least costly. All movements of the sample were costed for both unless the movement originated or terminated near Locks and Dam No. 26. In this case, a joint rail-water movements was deemed to be uneconomical.

b. The rail segment of any rail-water movements was costed out in the same manner as the all rail movement. The line-haul portion of the water portion of the movement was costed out in the same manner as the all water movement, with switching charges at all river interchanges and at origin and destination. Handling charges for joint movements are shown by commodity type in Table App-J-4.

4. Cost Analysis Sheets Explanation

The data listed on the cost analysis sheets included in this Appendix are in the following format:

Commodity - Name of commodity or commodity group.

Tonnage - Volume of tonnage for 1972 on a dock-to-dock basis. If X appears in this space, the movement is by reach of the river and does not represent the actual origin or destination, but only the river point where the movement originated and terminated.

BEAR Origin - BEAR Destination - Indicates either Bureau of Economic Analysis Region City, or reach of the river for origin and destination of movement. If a BEAR origin or destination is listed, the appropriate reach of the river is denoted below this line.

Rail Cost - The first number represents the variable cost of the movement. The second number represents the Fully Allocated cost of The movement.

Least-Cost Alternative - Rail represents the rail portion, Water the water portion and total the total cost of the movement.

River Route - "Total" represents the Fully Allocated Costs to the carrier of the movement. "OTHER" represents the difference between the two and is for additive purposes, and is not derived separately by computation.

Explaination of Reference Marks - Indicate transshipment point for least cost alternative if other than St. Louis.

5. System Costs

The cost for any individual water or rail-water movement does not include any costs for structures, or operations and maintenance, for any portion of the Inland Waterways System. The reason for this is that in almost all cases, the least-cost alternative to water shipment is rail-water shipment.

In making a comparison of transportation cost savings between modes in evaluating Lock and Dam No. 26, the only additional system costs that will be incurred by expanding capacity at Locks and Dam No. 26 are the cost

TABLE APP-J-4

HANDLING CHARGES FOR RAIL-WATER MOVEMENTS

Commodity	Charges per ton
Grain	50¢
Chemicals - Dry liquid	50¢
Fuels	10¢
Non-Metallic Minerals	30¢
Cement	30¢
I & S	30¢
Sugar	60¢
Salt	30¢

U.S. Department of Commerce, Maritime Administration - Domestic Waterborne Shipping Shipping Analysis, Appendix G, prepared by A.T. Kearnby, Inc., 1973-74.

of the structure itself, a portion of the cost of the Illinois River and the operation and maintenance costs of the Upper Mississippi River. In Comparing fully allocated costs, fourteen million dollars has been charged to each alternative for operations and maintenance of the Upper Mississippi River. This is in addition to the construction and operating costs of any alternative and the portion of the cost of the Illinois River chargeable to Locks and Dam No. 26.

6. Cost Savings Calculation

The stimulation model used for the calculation of the cost savings was the same as was used for the calculation of navigation benefits. For a description of the model, see the Formulation and Evaluation Report, Section VII.

D. Economic Evaluation of Alternative Locks 26 Construction Modes

1. The basic assumption in the cost analysis is that navigation projects which have been specifically authorized by Congress are operating. Proportionate costs for these structures have been charged to the various alternatives. This yields an appropriate scenairo for calculating cost savings with the corresponding authorized costs to obtain this scenario.

2. The movement and diversion of commodities at Locks 26, by alternative, are displayed in Tables APP-J-5 and APP-J-6. It is evident from these Tables that any project with a capacity of less than a 1200-foot and a 600-foot locks will become constrained before the project life is half over.

3. The economic evaluation is presented in Tables APP-J-7 and APP-J-8 The evaluation shows that the plan which maximizes net cost savings is the alternative with a capacity of 175,000,000 tons, using either variable cost or fully allocated costs in computing cost savings.

E. Cost Savings by Category

At least three types of cost savings will accrue to a structure with a capacity greater than 73,000,000 tons. These savings are displayed in Table App-J-9 and App-J-10. The transportation savings are the cost differentials times the tonnage utilizing the structure. Delay reductions are the costs which are avoided by expanding capacity. Redevelopment savings are the benefits which accrue from utilizing unemployed resources in the construction of any structure. Redevelopment savings were not taken into account in computing the B/C ratios found in this Appendix. It should be noted that all structures are justified on either incremental transporation savings or incremental delay cost reductions.

TABLE APP-J-5

ANNUAL TONNAGE MOVED THROUGH AND DIVERTED AT LOCKS 26
1972 TOW CONFIGURATION
BY ALTERNATIVE FOR SELECTED YEARS
AUTHORIZED SYSTEM
ICC RAIL VARIABLE COST

	Capacity 73,000,000		Capacity 86,000,000		Capacity 127,000,000		Capacity 142,000,000		Capacity 151,000,000		Capacity 175,000,000	
YEAR	Tons Moved Through Locks 26 10^6	Tons Diverted at Locks 26 10^6	Tons Moved Through Locks 26 10^6	Tons Diverted at Locks 26 10^6	Tons Moved Through Locks 26 10^6	Tons Diverted at Locks 26 10^6	Tons Moved Through Locks 26 10^6	Tons Diverted at Locks 26 10^6	Tons Moved Through Locks 26 10^6	Tons Diverted at Locks 27 10^6	Tons Moved Through Locks 26 10^6	Tons Diverted at Locks 26 10^6
1980	66.4	0	66.4	0	66.4	0	66.4	0	66.4	0	66.4	0
1985	73.0	9.2	82.2	0	82.2	0	82.2	0	82.2	0	82.2	0
1990	73.0	23.2	86.0	10.2	96.2	0	96.2	0	96.2	0	96.2	0
2000	73.0	49.9	86.0	36.9	122.9	0	122.9	0	122.9	0	122.9	0
2010	73.0	59.0	86.0	46.0	127.0	5.0	132.0	0	132.0	0	132.0	0
2020	73.0	66.8	86.0	53.8	127.0	12.8	139.8	0	139.8	0	139.8	0
2030	73.0	77.4	86.0	63.4	127.0	23.4	142.0	8.4	150.4	0	150.4	0
2035	73.0	83.4	86.0	70.4	127.0	29.4	142.0	14.4	151.0	5.4	156.4	0

TABLE APP-J- 6

ANNUAL TONNAGE MOVED THROUGH AND DIVERTED AT LOCKS 26
1972 TOW CONFIGURATION
BY ALTERNATIVE FOR SELECTED YEARS
AUTHORIZED SYSTEM
ICC RAIL FULLY ALLOCATED COST

	Capacity 73,000,000		Capacity 86,000,000		Capacity 127,000,000		Capacity 142,000,000		Capacity 151,000,000		Capacity 175,000,000	
YEAR	Tons Moved Through Locks 26 10^6	Tons Diverted at Locks 26 10^6	Tons Moved Through Locks 26 10^6	Tons Diverted at Locks 26 10^6	Tons Moved Through Locks 26 10^6	Tons Diverted at Locks 26 10^6	Tons Moved Through Locks 26 10^6	Tons Diverted at Locks 26 10^6	Tons Moved Through Locks 26 10^6	Tons Diverted at Locks 27 10^6	Tons Moved Through Locks 26 10^6	Tons Diverted at Locks 26 10^6
1980	68.2	0	68.2	0	68.2	0	68.2	0	68.2	0	68.2	0
1985	73.0	11.1	84.1	0	84.1	0	84.1	0	84.1	0	84.1	0
1990	73.0	25.3	86.0	12.3	98.3	0	98.3	0	98.3	0	98.3	0
2000	73.0	51.0	86.0	38.0	124.0	0	124.0	0	124.0	0	124.0	0
2010	73.0	60.6	86.0	47.6	127.0	6.6	133.6	0	133.6	0	133.6	0
2020	73.0	69.4	86.0	56.4	127.0	15.4	142.0	.4	142.4	0	142.4	0
2030	73.0	80.7	86.0	67.7	127.0	26.7	142.0	11.7	151.0	2.7	153.7	0
2035	73.0	86.8	86.0	73.8	127.0	32.8	142.0	17.8	151.0	8.8	159.8	0

TABLE APP-J-7

TRANSPORTATION COST ANALYSIS
ICC RAIL VARIABLE COST

(All Values in Thousands)

Capacity (Tons)	Average Annual Cost Savings	Average Annual Delay Costs	Annual Cost Savings Net of Delay Costs	Cost Savings to Existing System	Annual Transportation Cost Savings of New Structure	Total Annual Project Costs	Net Annual Cost Savings	B/C
	$	$	$	$	$	$	$	
73,000	233,357	130,367	102,990			20,356	82,634	5.1
86,000	252,581	88,142	164,439	102,990	61,449	37,812	23,637	1.6
127,000	281,867	26,036	255,831	102,990	152,841	38,736	114,105	3.9
142,000	282,806	16,510	266,296	102,990	163,306	41,591	121,715	3.9
151,000	283,105	3,106	279,999	102,990	177,009	43,194	133,815	4.1
175,000	283,105	0	283,105	102,990	180,115	43,194	136,921	4.2

TABLE APP-J-8
TRANSPORTATION COST ANALYSIS
ICC RAIL FULLY ALLOCATED COST

(All Values in Thousands)

Capacity (Tons)	Average Annual Cost Savings	Average Annual Delay Costs	Annual Cost Savings Net of Delay Costs	Cost Savings to Existing System	Annual Transportation Cost Savings of New Structure	Total Annual Project Costs	Net Annual Cost Savings	B/C
	$	$	$	$	$	$	$	
73,000	322,901	196,221	126,680			34,366	92,314	3.7
86,000	352,256	166,957	185,299	126,680	58,619	51,812	6,807	1.1
127,000	399,284	38,481	360,803	126,680	234,123	52,736	181,387	4.4
142,000	401,453	24,122	377,331	126,680	250,651	55,591	195,060	4.5
151,000	401,850	3,790	398,060	126,680	271,380	57,194	214,186	4.7
175,000	401,880	0	401,880	126,680	275,200	57,194	218,006	4.8

Locks 26 Capacity	Transportation Savings $	Delay Reductions $	Redevelopment $
73,000,000	264,190		
86,000,000	289,590	38,011	2,584,000
127,000,000	325,126	131,930	2,878,000
142,000,000	327,190	150,563	3,116,000
151,000,000	327,556	167,703	3,327,000
175,000,000	327,580	168,792	3,327,000

TABLE APP J-10

AVERAGE ANNUAL COST SAVINGS BY CATEGORY BY ALTERNATIVE RAIL FULLY ALLOCATED COST

Locks 26 Capacity	Transportation Savings $	Delay Reductions $	Redevelopment $
73,000,000	352,874		
86,000,000	389,808	35,281	2,584,000
127,000,000	445,083	192,984	2,878,000
142,000,000	447,862	217,425	3,116,000
151,000,000	448,320	237,909	3,327,000
175,000,000	448,264	238,989	3,327,000

F. Cost Savings Approximated by Rail Rate Adjustment

1. In Section VI, it was noted that the rate differential model would be run utilizing rate differentials which had been adjusted downward as a proxy to eliminate railroad fixed costs from rates. This exercise is designed more as a sensitivity test for rates than as a test of the viability of marginal cost pricing for railroads. However, it should be kept in mind that the comparison between barge rates and railroad variable costs has been suggested as a more meaningful test of the comparative advantages of each.[3/]

2. The method by which the rate differentials were adjusted can best be described by the example in table App-J-11. Assume a movement has a water rate of $14.00 per ton, a rail rate of $20.00 per ton, and a joint rail-water rate of $19.00 ($16.00 rail and $3.00 water and handling charge). The rail rate and the rail portion of the least cost alternative rate were reduced by 20 percent, 30 percent, and 40 percent as a proxy for fixed costs.

3. For this movement, rate differentials of $5.00, $1.80, 0 and -$2.00 per ton are entered into the appropriate program run, and benefits computed accordingly.

4. If the rate differential is negative, the movement is computed as if there were zero rate savings. It may be better to subtract any negative savings from total savings, but there were two reasons this was not done. First, the amount of tonnage which was negative savings under any of the runs is small in relation to total tonnage. Second, the negative savings for any movement is always small, exceeding -$1.00 per ton on only four movements (at 60 percent of the rail rate). Since this test was not for benefit calculation, it was not deemed necessary to make the above adjustments.

G. Economic Evaluation of Rail Rate Adjustments

1. An examination of the B/C ratios in Table App-J-12 indicates that each project is justified under each scenario. However, the ranking of the B/C ratios is different for each scenario. Using 80% of the rail rate for calculating cost savings indicates that a structure with a capacity of 175,000,000 tons (2 - 1200- foot locks at Locks No. 26, constrained by Locks No. 27) maximizes both net annual cost savings and the return to the costs of the structure. Using 70 percent of the rail rate for calculating cost savings indicates that a structure with capacity 175,000,000 tons maximizes net annual cost savings, while a structure with a capacity of 73,000,000 tons (the existing structure) maximizes the return on the cost of the structure.

2. It is readily apparent that for purposes of project justification, rates are not sensitive to changes within a rather wide range. With the

low return on capital (approximately 3 - 4 percent over the past decade) that railroads have been experiencing. It seems highly improbable that the use of 60% of the rail rate for computing cost savings is a realistic situation.

3. In a publication by the ICC entitled, Rail Revenue Contribution by Commodity and Territory for the year 1969, revenue, variable cost and fully allocated costs for rail movements are computed. The table App-J-13 shows cost as a percentage of revenue for all commodities by territory in 1969. Figure App-J-1 displays the territory boundaries.

4. Available data, research and testimony at the Congressional hearings for the 1972 Transportation Act would seem to indicate that the use of 80 percent of the rail rate for comparison purposes with water rates yields a fairly comparable picture of the comparative advantage of each mode. Use of this criteria for project justification indicates that net annual cost savings and the return on project expenditures are maximized under the construction alternative with capacity of 175,000,000 tons.

TABLE APP J- 11

RATE DIFFERENTIAL ADJUSTMENT METHOD

Percent of Rail Rate	Water Rate	Rail Rate	Rail-Water Rate	Rate Differential
100 %	14.00	20.00	19.00	5.00
80 %	14.00	16.00	15.80	1.80
70 %	14.00	14.00	14.20	0
60 %	14.00	12.00	12.60	-2.00

TABLE App-J- 12

TRANSPORTATION COST ANALYSIS

80 PERCENT OF RAIL RATE
(All Values in Thousands)

CAPACITY (Tons)	AVERAGE ANNUAL COST SAVINGS	AVERAGE ANNUAL DELAY COSTS	AVERAGE ANNUAL COST SAVINGS	COST SAVINGS TO EXISTING SYSTEM	ANNUAL TRANSPORTATION COST SAVINGS OF NEW STRUCTURE	TOTAL ANNUAL PROJECT COSTS	NET ANNUAL COST SAVINGS	B/C
73,000	367,594	253,137	114,457			20,366	94,091	5.6
142,000	453,490	13,222	440,268	114,457	325,811	41,591	284,220	7.8
175,000 1/	453,562	0	453,562	114,457	339,105	43,194	295,911	7.9

TRANSPORTATION COST ANALYSIS

70 PERCENT RAIL RATE
(All Values in Thousands)

CAPACITY (Tons)	AVERAGE ANNUAL COST SAVINGS	AVERAGE ANNUAL DELAY COSTS	AVERAGE ANNUAL COST SAVINGS	COST SAVINGS TO EXISTING SYSTEM	ANNUAL TRANSPORTATION COST SAVINGS OF NEW STRUCTURE	TOTAL ANNUAL PROJECT COSTS	NET ANNUAL COST SAVINGS	B/C
73,000	282,251	164,867	117,384			20,366	97,018	5.8
142,000	342,194	11,535	330,659	117,384	213,275	41,591	171,684	5.1
175,000 1/	342,248	0	342,248	117,384	224,864	43,194	181,670	5.2

TRANSPORTATION COST ANALYSIS

60 PERCENT RAIL RATE
(All Values in Thousands)

CAPACITY (Tons)	AVERAGE ANNUAL COST SAVINGS	AVERAGE ANNUAL DELAY COSTS	AVERAGE ANNUAL COST SAVINGS	COST SAVINGS TO EXISTING SYSTEM	ANNUAL TRANSPORTATION COST SAVINGS OF NEW STRUCTURE	TOTAL ANNUAL PROJECT COSTS	NET ANNUAL COST SAVINGS	B/C
73,000	202,408	105,397	97,011			20,366	76,645	4.8
142,000	224,365	0	224,365	97,011	127,354	41,591	85,763	3.1
175,000 1/	224,365	0	224,365	97,011	127,354	43,194	84,160	2.9

1/ Reflects costs for two 1200-foot locks at Locks and Dam 26, with a traffic constraint at Locks and Dam 27.

TABLE APP. J-13

RAIL REVENUE CONTRIBUTION BY TERRITORY
1969

ORIGIN[1]	DESTINATION[1]	VARIABLE COST AS % OF REVENUE	FULLY ALLOCATED COST AS % OF REVENUE
US	US	81.1	97.2
OFF	OFF	85.3	102.4
SOU	WST	90.1	107.5
WST	WST	81.1	98.2
OFF	SOU	72.6	85.7
SOU	OFF	77.2	92.5
OFF	WST	70.0	80.5
WST	OFF	85.5	102.1
SOU	WST	69.8	82.3
WST	SOU	68.1	83.1

[1] US - United States

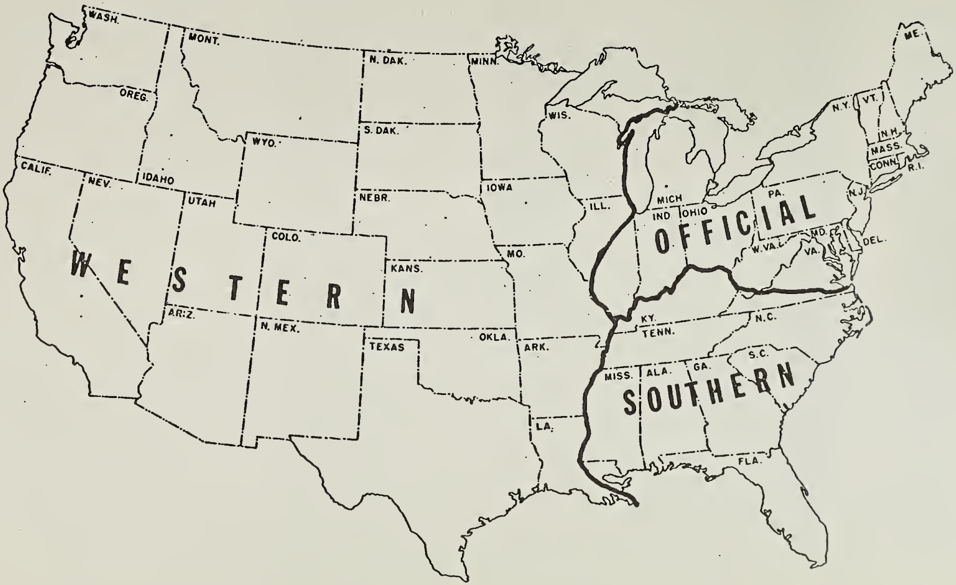
OFF- Official

SOU - Southern

WST - Western

FIGURE APP-J-1

RAILROAD TERRITORIES



FOOTNOTES

[1] U.S. Department of Commerce, Maritime Administration - Domestic Waterborne Shipping Analysis, Appendix G. Transportation Systems Costs prepared by A.T. Kearney, Inc., 1973-1974.

[2] An Economic Analysis of Alternative Grain Transportation Systems, Iowa State University, prepared for the Federal Railroad Administration, November 1972, Appendix E - page 211.

[3] John R. Meyer, Hearings on 1972 Transportation Act.

ATTACHMENT TO APPENDIX J

TRANSPORTATION COST ANALYSIS SHEETS

REACHES OF THE RIVER

Reach Name	Abbreviation	River
Upper Upper Mississippi River	U.U. Miss.	Mississippi River and tributaries above Mouth of Illinois River.
Illinois River	Ill. R.	Illinois River from Junction with Mississippi River to Lake Michigan.
Missouri River	Missouri R.	Missouri River from Junction with Mississippi River to terminous.
Lower Upper Mississippi	L.U. Miss.	Mississippi River from Junction of Ohio River to Junction of Illinois River.
Lower Ohio River	L. Ohio	Ohio River from Junction of Mississippi River to Junction of Green River.
Tennessee River	Tenn. R.	Tennessee River from Junction with Ohio River to terminous and tributaries.
Cumberland River	Cumb. R.	Cumberland River from Junction with Ohio River to terminous.
Green River	Green R.	Green-Barren Rivers from Junction with Ohio River to terminous.
Middle Ohio	M. Ohio	Ohio River from Junction of Green River to Junction Kanawha River. Includes minor tributaries east of Cincinnati.
Kanawha River	Kan. R.	Kanawha River from Junction with Ohio River to terminous.
Upper Ohio River	U. Ohio	Ohio River from Junction of Kanawha River to Pittsburgh, Pa.
Monongahela River	Mon. R.	Monongahela River from Junction with Ohio River to terminous & the Youghiogheny River.

Reach Name	Abbreviation	River
Middle Mississippi River	M. Miss.	Mississippi River from Baton Rouge, La., to Junction of Ohio River, and minor tributaries.
Arkansas River	Ark. R.	McClellan-Kerr Arkansas River Navigation System
Lower Mississippi River	L. Miss.	Mississippi River south of Baton Rouge, La., and Gulf outlets.
Atchafalaya River and Alternative Route	ATMC	Atchafalaya River - Morgan City - Port Allen Route
Gulf Intercoastal Waterways	W1GIWW	GIWW between New Orleans, La., and Junction of Atchafalaya River.
	W2GIWW	GIWW between Atchafalaya River and Galveston, Tex.
	W3GIWW	GIWW between Galveston, Tex., & Brownsville, Tex.
	E1GIWW	GIWW between New Orleans, La., and Mobile Bay.
	E2GIWW	GIWW between Mobile Bay and Apalachee Bay, Fla., including Apalachee and Chattahochee Rivers.
Open Waters	Open Water	Florida coast not included in GIWW.

INDEX OF COMMODITY MOVEMENTS

LOCKS NO. 26

MISSISSIPPI RIVER

COST ANALYSIS SHEET NUMBER	RIVER ORIGIN	RIVER DESTINATION	TONS
CORN			
1	Davenport, Ia.	Guntersville, Ala.	1,544
2	Havana, Ill.	Guntersville, Ala.	45,801
3	Savage, Minn.	New Orleans, La.	10,765
4	Savage, Minn.	Destrehan, La.	6,459
5	Savage, Minn.	Baton Rouge, La.	165,853
6	Savage, Minn.	New Orleans, La.	30,446
7	Florence, Ill.	Baton Rouge, La.	61,461
8	Naples, Ill.	Baton Rouge, La.	4,255
9	Havana, Ill.	Baton Rouge, La.	94,198
10	Pekin, Ill.	New Orleans, La.	22,327
11	Pekin, Ill.	Baton Rouge, La.	7,055
12	Pekin, Ill.	Westwego, La.	15,367
13	Pekin, Ill.	Vicksburg, Miss.	1,373
14	North Pekin, Ill.	Destrehan, La.	1,482
15	Peoria, Ill.	Baton Rouge, La.	68,976
16	Peoria, Ill.	Pascagoula, Miss.	3,071
17	Peoria, Ill.	New Orleans, La.	35,413
18	Spring Valley, Ill.	New Orleans, La.	16,232
19	Spring Valley, Ill.	New Orleans, La.	22,378
20	Ottawa, Ill.	Destrehan, La.	100,560
21	Morris, Ill.	Westwego, La.	13,001
22	Alton, Ill.	New Orleans, La.	21,028
23	LaGrange, Mo.	New Orleans, La.	6,099
24	Kingston, Ia.	Westwego, La.	2,942
25	St. Paul, Minn.	Westwego, La.	12,224
SOYBEANS			
26	Florence, Ill.	New Orleans, La.	1,381
27	Beardstown, Ill.	Memphis, Tenn.	11,263
28	Havana, Ill.	New Orleans, La.	2,393
29	Pekin, Ill.	Baton Rouge, La.	2,852
30	Kingston, Ia.	Alliance, La.	13,591

COST ANALYSIS SHEET NUMBER	RIVER ORIGIN	RIVER DESTINATION	TONS
SOYBEANS			
31	Savage, Minn.	New Orleans, La.	23,068
32	Naples, Ill.	Pascagoula, Miss.	15,308
BARLEY AND RYE			
33	St. Paul, Minn.	Louisville, Ky.	13,680
34	St. Paul, Minn.	New Orleans, La.	9,240
35	St. Paul, Minn.	New Orleans, La.	8,583
OATS			
36	St. Paul, Minn.	Vicksburg, Miss.	18,722
37	Savage, Minn.	Vicksburg, Miss.	9,472
38	Savage, Minn.	Guntersville, Ala.	25,500
39	Savage, Minn.	Baton Rouge, La.	15,928
40	Savage, Minn.	Shawneetown, Ill.	19,470
WHEAT			
41	Savage, Minn.	New Orleans, La.	26,427
42	Hannibal, Mo.	New Orleans, La.	4,585
43	Havana, Ill.	Baton Rouge, La.	5,995
44	Peoria, Ill.	Baton Rouge, La.	1,694
45	Havana, Ill.	Pascagoula, Miss.	1,373
46	Florence, Ill.	New Orleans, La.	4,537
47	Gregory, Mo.	New Orleans, La.	1,386
48	Pekin, Ill.	New Orleans, La.	10,260
49	Havana, Ill.	New Orleans, La.	10,157
50	St. Paul, Minn.	St. Louis, Mo.	32,968
51	Savage, Minn.	Baton Rouge, La.	5,874
52	Beardstown, Ill.	New Orleans, La.	2,874
53	Louisiana, Mo.	Pascagoula, Miss.	8,090
BITUMINOUS COAL, LIGNITE			
54	St. Louis, Mo.	Cassville, Wis.	25,794
55	St. Louis, Mo.	Cassville, Wis.	213,304
56	St. Louis, Mo.	Alma, Wis.	213,634
57	St. Louis, Mo.	St. Paul, Minn.	195,162
58	Uniontown, Ky.	St. Paul, Minn.	12,984

COST ANALYSIS SHEET NUMBER	RIVER ORIGIN	RIVER DESTINATION	TONS
BITUMINOUS COAL, LIGNITE			
59	St. Louis, Mo.	Chicago, Ill.	36,470
60	Uniontown, Ky.	Minneapolis, Minn.	58,940
61	Ceredo, W. Va.	Cicero, Ill.	30,306
62	Ceredo, W. Va.	Chicago, Ill.	13,788
63	Grand Rivers, Ky.	St. Paul, Minn.	13,757
64	Florence, Ala.	Chicago, Ill.	16,486
65	Rochester, Ky.	Alma, Wis.	64,534
66	Ceredo, W. Va.	Minneapolis, Minn.	4,250
67	Roseville, Ark.	Cassville, Wis.	18,495
GASOLINE			
68	St. Louis, Mo.	Kingston Mines, Ill.	137,258
69	St. Louis, Mo.	Peoria, Ill.	3,316
70	St. Louis, Mo.	Peru, Ill.	13,703
71	St. Louis, Mo.	LaCrosse, Wis.	18,711
72	Hartford, Ill.	Winona, Minn.	40,197
73	Hartford, Ill.	St. Paul, Minn.	17,345
74	Hartford, Ill.	Quincy, Ill.	81,230
75	Hartford, Ill.	Cicero, Ill.	186,148
76	St. Louis, Mo.	Canton, Mo.	60,135
77	Hartford, Ill.	North Pekin, Ill.	252,702
78	St. Louis, Mo.	LaGrange, Mo.	11,896
79	St. Louis, Mo.	Albany, Ill.	27,225
80	Ostrica, La.	North Pekin, Ill.	37,908
81	Norco, La.	Black River, Wis.	17,426
82	St. Louis, Mo.	Bettendorf, Ia.	26,815
83	Hartford, Ill.	Winona, Minn.	20,362
84	Beaumont, Tex.	Bettendorf, Ia.	58,535
85	Channahan, Ill.	St. Louis, Mo.	9,940
JET FUEL			
86	Hartford, Ill.	St. Paul, Minn.	38,825
87	Atreco, Tex.	Cicero, Ill.	2,059
KEROSENE			
88	Violet, La.	Black River, Wis.	7,593
89	New Orleans, La.	Black River, Wis.	1,841
90	Norco, La.	St. Paul, Minn.	7,983
91	Norco, La.	Black River, Wis.	3,432
92	Mount Vernon, Ind.	Cicero, Ill.	5,347

COST ANALYSIS SHEET NUMBER	RIVER ORIGIN	RIVER DESTINATION	TONS
KEROSENE			
93	Mount Vernon, Ind.	Peoria, Ill.	1,506
94	Beaumont, Tex.	Bettendorf, Ia.	2,392
95	Beaumont, Tex.	St. Paul, Minn.	4,827
96	Beaumont, Tex.	Black River, Wis.	11,410
97	Beaumont, Tex.	Cicero, Ill.	3,637
GAS OIL, FUEL OIL			
98	Hartford, Ill.	North Pekin, Ill.	176,893
99	St. Louis, Mo.	Albany, Ill.	31,683
100	Hartford, Ill.	Quincy, Ill.	32,580
101	Violet, La.	Black River, Wis.	18,583
102	New Orleans, La.	Black River, Wis.	1,841
103	Memphis, Tenn.	Lyons, Ia.	4,763
104	St. Louis, Mo.	Bettendorf, Ia.	7,208
105	St. Louis, Mo.	Fulton, Ill.	6,055
106	St. Louis, Mo.	Winona, Minn.	3,149
107	St. Louis, Mo.	Burlington, Ia.	21,975
108	St. Louis, Mo.	Kingston Mines, Ill.	84,317
109	St. Louis, Mo.	Albany, Ill.	2,419
110	Hartford, Ill.	North Pekin, Ill.	5,789
111	Hartford, Ill.	Albany, Ill.	4,917
112	Hartford, Ill.	North Pekin, Ill.	11,128
113	Hartford, Ill.	Minnesota River, Minn.	2,386
114	Hartford, Ill.	Davenport, Ia.	5,828
115	Hartford, Ill.	Clinton, Ia.	9,362
116	Hartford, Ill.	Cicero, Ill.	24,278
117	Mount Vernon, Ind.	Rock Island, Ill.	2,681
118	Mount Vernon, Ind.	Cicero, Ill.	22,464
119	Beaumont, Tex.	LaGrange, Mo.	7,228
120	Beaumont, Tex.	St. Paul, Minn.	5,264
121	Beaumont, Tex.	Cicero, Ill.	10,600
122	Port Arthur, Tex.	Cicero, Ill.	33,838
123	Port Arthur, Tex.	Cicero, Ill.	6,166
124	Cicero, Ill.	St. Louis, Mo.	3,124

COST ANALYSIS SHEET NUMBER	RIVER ORIGIN	RIVER DESTINATION	TONS
RESIDUAL FUEL OIL			
125	Hartford, Ill.	Peru, Ill.	1,212
126	Hartford, Ill.	Peru, Ill.	13,964
127	Mount Vernon, Ind.	Cicero, Ill.	33,055
128	Violet, La.	Cicero, Ill.	154,521
129	New Orleans, La.	Cicero, Ill.	10,746
130	Norco, La.	Cicero, Ill.	58,673
131	Baton Rouge, La.	Cicero, Ill.	37,107
132	Baton Rouge, La.	Havana, Ill.	12,044
133	Memphis, Tenn.	Peru, Ill.	1,422
134	Hartford, Ill.	Cicero, Ill.	7,756
135	Hartford, Ill.	St. Paul, Minn.	5,891
136	Mount Vernon, Ind.	Cicero, Ill.	55,356
137	Beaumont, Tex.	St. Paul, Minn.	1,376
138	Texas City, Tex.	Cicero, Ill.	1,410
139	Texas City, Tex.	Cicero, Ill.	8,254
140	Dolton, Ill.	Hartford, Ill.	156,507
141	Corpus Christi, Tex.	Havana, Ill.	48,228
LUBRICATING OILS, GREASE			
142	Lake Charles, La.	Cicero, Ill.	74,138
143	Houston, Tex.	Indiana Harbor, Ind.	44,889
144	Port Arthur, Tex.	Cicero, Ill.	19,414
145	Beaumont, Tex.	St. Paul, Minn.	16,103
146	Indiana Harbor, Ind.	Galena Park, Tex.	2,040
147	Indiana Harbor, Ind.	Hartford, Ill.	7,212
ALIPHATIC NAPTHA			
148	Hartford, Ill.	Indiana Harbor, Ind.	5,847
149	Houston, Tex.	Cicero, Ill.	7,847
150	Kenova, W. Va.	Cicero, Ill.	1,074
151	Beaumont, Tex.	Cicero, Ill.	18,136
PETROLEUM ASPHALT			
152	Hartford, Ill.	Cicero, Ill.	74,424
153	Hartford, Ill.	Cicero, Ill.	11,862
154	St. Paul, Minn.	Baton Rouge, La.	8,111
155	Smiths Bluff, Tex.	Cicero, Ill.	18,275

COST ANALYSIS SHEET NUMBER	RIVER ORIGIN	RIVER DESTINATION	TONS
OTHER PETROLEUM PRODUCTS			
156	Baton Rouge, La.	Cicero, Ill.	12,451
157	Texas City, Tex.	Cicero, Ill.	1,528
SAND - GRAVEL - ROCK			
158	St. Louis, Mo.	Cicero, Ill.	1,452
159	Bellefontaine, Mo.	Alton, Ill.	10,500
BUILDING CEMENT			
160	St. Louis, Mo.	Pekin, Ill.	36,277
161	Vermillion River, Ill.	St. Louis, Mo.	66,709
162	Clarksville, Mo.	Nashville, Tenn.	141,983
163	Clarksville, Mo.	Galveston, Tex.	85,449
164	Clarksville, Mo.	Michoud Canal, La.	112,914
165	Hannibal, Mo.	St. Louis, Mo.	130,100
DRY SULPHUR			
166	LaFourche, La.	Marseilles, Ill.	19,710
167	Joliet, Ill.	St. Louis, Mo.	12,035
IRON AND STEEL SCRAP			
168	Paducah, Ky.	Alton, Ill.	717
169	Davenport, Ia.	St. Louis, Mo.	6,871
170	Chicago, Ill.	Guntersville, Ala.	8,777
CASTINGS AND FORGINGS			
171	South Chicago, Ill.	Granite City, Ill.	536
172	Gary, Ind.	Houston, Tex.	3,559
STEEL MILL PRODUCTS			
173	Gary, Ind.	Houston, Tex.	3,181
174	South Chicago, Ill.	St. Louis, Mo.	4,458
175	Gary, Ind.	New Orleans, La.	1,807
IRON AND STEEL PRODUCTS			
176	South Chicago, Ill.	Houston, Tex.	27,701

COST ANALYSIS SHEET NUMBER	RIVER ORIGIN	RIVER DESTINATION	TONS
IRON ORE CONCENTRATES			
177	Burnside, La.	Indiana Harbor, Ind.	12,229
178	Burnside, La.	Calumet Harbor, Ill.	5,717
MANGANESE			
179	Burnside, La.	South Chicago, Ill.	1,257
180	Pittsburgh, Pa.	Gary, Ind.	1,243
PIG IRON			
181	Sheffield, Ala.	Calumet Harbor, Ill.	1,586
182	Sheffield, Ala.	Calumet Harbor, Ill.	9,192
INDUSTRIAL CHEMICALS			
183	Lake Charles, La.	Joliet, Ill.	99,467
184	Lake Charles, La.	Joliet, Ill.	2,431
185	Deer Park, Tex.	Cicero, Ill.	52,320
186	Norco, La.	Cicero, Ill.	13,732
187	Marmet, W. Va.	Seneca, Ill.	30,000
188	Memphis, Tenn.	Lake Calumet, Ill.	5,400
189	Barfield, Ark.	Louisiana, Mo.	49,692
190	Am. Cyanimid Fortier Plt., La.	Hannibal, Mo.	55,000
SODIUM HYDROXIDE			
191	Geismar, La.	Chicago, Ill.	15,016
COAL TAR, CHEMICAL PRODUCTS			
192	Deer Park, Tex.	Cicero, Ill.	5,479
193	New Orleans, La.	Joliet, Ill.	1,748
194	Texas City, Tex.	Cicero, Ill.	1,264
195	Corpus Christi, Tex.	Treats Island, Ill.	16,065
ALCOHOLS			
196	Baton Rouge, La.	Cicero, Ill.	24,368
197	West Lake, La.	Cicero, Ill.	2,829
198	Calumet Harbor, Ill.	St. Albans, W. Va.	70,086
199	Plaquemine, La.	Minneapolis, Minn.	3,773

COST ANALYSIS SHEET NUMBER	RIVER ORIGIN	RIVER DESTINATION	TONS
SULPHURIC ACID			
200	St. Louis, Mo.	Channahan, Ill.	21,255
201	Cincinnati, Ohio	Joliet, Ill.	2,051
PHOSPHATE ROCK			
202	Burnside, La.	Quincy, Ill.	4,447
203	Tampa, Fla.	Joliet, Ill.	115,305
FERTILIZER AND FERTILIZER MAT.			
204	Cicero, Ill.	Tampa Harbor, Fla.	33,600
NITROGENOUS FERTILIZER			
205	St. Louis, Mo.	Calumet Harbor, Ill.	22,155
SUPERPHOSPHATE			
206	New Orleans, La.	South Chicago, Ill.	1,240
207	Harlem, La.	St. Paul, Minn.	4,161
208	Florence, Ala.	Palmyra, Mo.	2,990
FERTILIZERS - NEC			
209	Houston, Tex.	Channahan, Ill.	38,514
SUGAR			
210	Burnside, La.	Chicago, Ill.	146,432
211	Albania, La.	Chicago, Ill.	24,616
NON-METALLIC MINERALS			
212	Brownsville, Tex.	South Chicago, Ill.	9,461
SALT			
213	Jefferson Island, La.	Chicago, Ill.	58,063
214	Jefferson Island, La.	Dubuque, Ia.	7,914
215	Belle Isle, La.	Savage, Minn.	128,172
216	Cote Blanche, La.	Prairie DuChien, Wis.	14,973
217	Weeks Island, La.	Minneapolis, Minn.	1,412

COST ANALYSIS SHEET NUMBER	RIVER ORIGIN	RIVER DESTINATION	TONS
SALT			
218	Jefferson Island, La.	Davenport, Ia.	10,772
219	Belle Isle, La.	Calumet Harbor, Ill.	181,719
220	Cote Blanche, La.	Dolton, Ill.	65,461
INEDIBLE MOLASSES			
221	New Orleans, La.	Cicero, Ill.	3,815
LIME			
222	Ste. Genevieve, Mo.	Calumet Harbor, Ill.	11,027
223	Ste. Genevieve, Mo.	Calumet Harbor, Ill.	453,967
BENZOL AND BENZENE			
224	Hartford, Ill.	Dolton, Ill.	5,829
225	Cicero, Ill.	Beaumont, Tex.	1,819
226	Houston Ship Channel	Romeoville, Ill.	19,854
227	Hartford, Ill.	St. Paul, Minn.	2,445
WOOD PULP			
228	Baton Rouge, La.	Chicago, Ill.	31,201
STANDARD NEWSPRINT PAPER			
229	Hiwassee River, Tenn.	Minneapolis, Minn.	7,196
TALLOW - ANIMAL FATS - OILS			
230	Dubuque, Ia.	Avondale, La.	25,371
231	Chicago, Ill.	Avondale, La.	24,231
CORN			
232	St. Paul, Minn.	St. Louis, Mo.	1,399
233	U. U. Miss.	L. Ohio	X
234	U. U. Miss.	M. Miss.	X
235	U. U. Miss.	Ark. River	X
236	U. U. Miss.	W1GIWW	X

COST ANALYSIS SHEET NUMBER	RIVER ORIGIN	RIVER DESTINATION	TONS
CORN			
237	U. U. Miss.	E2GIWW	X
238	U. U. Miss.	Open Water	X
239	Ill. River	Missouri River	X
240	Ill. River	L. U. Miss.	X
241	Ill. River	L. Ohio	X
242	Ill. River	Ark. River	X
243	Ill. River	W1GIWW	X
244	Ill. River	Open Water	X
245	L. U. Miss.	U. U. Miss.	X
246	Alton, Ill.	Guntersville, Ala.	1,596
SOYBEANS			
247	U. U. Miss.	L. U. Miss.	X
248	U. U. Miss.	Tenn. River	X
249	U. U. Miss.	M. Miss.	X
250	U. U. Miss.	E2GIWW	X
251	Ill. River	L. U. Miss.	X
252	Ill. River	Tenn. River	X
253	Peoria, Ill.	Tulsa, Okla.	1,371
254	Ill. River	W2GIWW	X
255	L. U. Miss.	U. U. Miss.	X
256	St. Louis, Mo.	New Orleans, La.	24,322
257	L. Miss.	U. U. Miss.	X
BARLEY RYE			
258	St. Paul, Minn.	St. Louis, Mo.	2,908
259	U. U. Miss.	Open Water	X
OATS			
260	Ill. River	L. U. Miss.	X
261	Ill. River	Tenn. River	X
262	Ill. River	M. Miss.	X
263	Ill. River	L. Miss.	X
264	Ill. River	W2GIWW	X
265	Ill. River	Open Water	X
266	L. U. Miss.	L. Miss.	X

COST ANALYSIS SHEET NUMBER	RIVER ORIGIN	RIVER DESTINATION	TONS
WHEAT			
267	U. U. Miss.	L. Ohio	X
268	U. U. Miss.	Tenn. River	X
269	U. U. Miss.	M. Ohio	X
270	U. U. Miss.	M. Miss.	X
271	U. U. Miss.	W2GIWW	X
272	U. U. Miss.	W3GIWW	X
273	U. U. Miss.	Open Water	X
274	Ill. River	L. U. Miss.	X
275	Ill. River	Tenn. River	X
276	Kansas City, Mo.	Chicago, Ill.	1,934
277	Omaha, Neb.	St. Louis, Mo.	1,133
278	L. U. Miss.	Ill. River	X
279	L. U. Miss.	Tenn. River	X
280	L. U. Miss.	L. Miss.	X
281	L. U. Miss.	W2GIWW	X
282	M. Miss.	L. U. Miss.	
COAL			
283	LaCrosse, Wis.	Rosiclare, Ill.	2,668
284	Charleston, W. Va.	St. Paul, Minn.	5,667
285	Charleston, W. Va.	Chicago, Ill.	13,732
286	Pittsburgh, Pa.	Alma, Wis.	5,525
287	Van Buren, Ark.	Chicago, Ill.	10,086
CRUDE PETROLEUM			
288	Chicago, Ill.	St. Louis, Mo.	79,206
FUEL OIL			
289	Clinton, Ia.	Norco, La.	2,594
290	Ill. River	M. Ohio	X
291	New Orleans, La.	Chicago, Ill.	6,508
RESIDUAL FUEL OIL			
292	Chicago, Ill.	Decateur, Ala.	1,300
293	Ill. River	M. Ohio	X
294	U. U. Miss.	W2GIWW	X
295	Chicago, Ill.	Steubenville, Ohio	1,200

COST ANALYSIS SHEET NUMBER	RIVER ORIGIN	RIVER DESTINATION	TONS
ASPHALT			
296	M. Ohio	U. U. Miss.	X
297	U. Ohio	Ill. River	X
COKE, PETROLEUM			
298	Tenn. River	U. U. Miss.	X
BUILDING CEMENT			
299	Clarksville, Mo.	Memphis, Tenn.	28,401
300	Clarksville, Mo.	New Orleans, La.	14,789
301	Clarksville, Mo.	Mobile, Ala.	88,597
302	Ottawa, Ill.	St. Charles, Mo.	17,838
303	La Salle, Ill.	Paducah, Ky.	14,431
304	La Salle, Ill.	Cincinnati, Ohio	40,620
305	Ottawa, Ill.	Brownsville, Tex.	2,854
306	Kansas City, Mo.	Chicago, Ill.	12,768
307	Baton Rouge, La.	Chicago, Ill.	4,067
IRON AND STEEL			
308	Clinton, Ia.	Decateur, Ala.	445
309	St. Paul, Minn.	Nashville, Tenn.	409
310	Davenport, Ia.	Weirton, W. Va.	2,496
311	Bettendorf, Ia.	Pittsburgh, Pa.	1,334
312	U. U. Miss.	M. Miss.	X
313	St. Paul, Minn.	Tulsa, Okla.	1,700
314	St. Paul, Minn.	Harvey, La.	610
315	St. Paul, Minn.	Houston, Tex.	819
316	Chicago, Ill.	Kansas City, Mo.	891
317	Chicago, Ill.	Evansville, Ind.	743
318	Chicago, Ill.	Nashville, Tenn.	595
319	Chicago, Ill.	Louisville, Ky.	654
320	Chicago, Ill.	Aliquippa, Pa.	5,866
321	Pekin, Ill.	Pine Bluff, Ark.	1,152
322	Indiana Harbor, Ind.	Vidalia, La.	252
323	Chicago, Ill.	Thibodaux Jct., La.	1,372
324	Ill. River	W3GIWW	X
325	Chicago, Ill.	Mobile, Ala.	619
326	Ill. River	Open Water	X
327	St. Louis, Mo.	St. Paul, Minn.	826
328	St. Louis, Mo.	Chicago, Ill.	791
329	Alton, Ill.	Paducah, Ky.	433
330	Alton, Ill.	Louisville, Ky.	696

COST ANALYSIS SHEET NUMBER	RIVER ORIGIN	RIVER DESTINATION	TONS
IRON AND STEEL			
331	Alton, Ill.	Rosedale, Miss.	353
332	Alton, Ill.	Little Rock, Ark.	633
333	Alton, Ill.	New Orleans, La.	1,350
334	Alton, Ill.	Houston, Tex.	583
335	L. U. Miss.	Open Water	X
336	Decatur, Ala.	Minneapolis, Minn.	1,072
337	Paducah, Ky.	Alton, Ill.	2,261
338	Nashville, Tenn.	Chicago, Ill.	1,099
339	Nashville, Tenn.	Alton, Ill.	20,757
340	Ironton, Ohio	Minneapolis, Minn.	537
341	Huntington, W. Va.	Peoria, Ill.	1,289
342	Cincinnati, Ohio	Alton, Ill.	1,132
343	St. Albans, W. Va.	Chicago, Ill.	1,008
344	Baden, Pa.	Cordova, Ill.	832
345	Aliquippa, Pa.	Chicago, Ill.	642
346	Aliquippa, Pa.	Alton, Ill.	3,351
347	Pittsburgh, Pa.	Rock Island, Ill.	600
348	Memphis, Tenn.	St. Paul, Minn.	2,820
349	Memphis, Tenn.	Chicago, Ill.	1,338
350	Memphis, Tenn.	Alton, Ill.	1,340
351	Little Rock, Ark.	Chicago, Ill.	306
352	Pine Bluff, Ark.	Alton, Ill.	780
353	Baton Rouge, La.	Keokuk, Ia.	3,464
354	New Orleans, La.	Chicago, Ill.	102
355	New Orleans, La.	Alton, Ill.	27,134
356	Lockport, La.	Chicago, Ill.	72
357	Harvey, La.	Portage, Ill.	348
358	Houston, Tex.	Rock Island, Ill.	755
359	Houston, Tex.	Chicago, Ill.	207
360	Brownsville, Tex.	Quincy, Ill.	1,197
361	Brownsville, Tex.	Chicago, Ill.	2,431
362	Mobile, Ala.	Chicago, Ill.	9,364
INDUSTRIAL CHEMICALS			
363	Louisiana, Mo.	Omaha, Neb.	3,300
364	Dubuque, Ia.	Hartford, Ill.	7,500
365	Hamilton, Ill.	Vidalia, La.	1,307
366	Clinton, Ia.	Norco, La.	4,149
367	Albany, Ill.	Pt. Arthur, Tex.	1,378
368	Chicago, Ill.	Decatur, Ala.	1,400
369	Chicago, Ill.	Ironton, Ohio	12,224
370	Chicago, Ill.	Steubenville, Ohio	6,756
371	Chicago, Ill.	Pittsburgh, Pa.	11,585
372	Chicago, Ill.	Memphis, Tenn.	8,952

COST ANALYSIS SHEET NUMBER	RIVER ORIGIN	RIVER DESTINATION	TONS
INDUSTRIAL CHEMICALS			
373	Joliet, Ill.	Avondale, La.	3,180
374	Chicago, Ill.	Berwick, La.	1,384
375	Chicago, Ill.	Houma, La.	2,859
376	Chicago, Ill.	Houston, Tex.	4,064
377	Chicago, Ill.	Pascagoula, Miss.	800
378	Paducah, Ky.	Winona, Wis.	926
379	Paducah, Ky.	Chicago, Ill.	33,576
380	Kenova, W. Va.	St. Paul, Minn.	1,277
381	Charleston, W. Va.	St. Paul, Minn.	919
382	Moundsville, W. Va.	St. Paul, Minn.	1,200
383	Midland, Pa.	Chicago, Ill.	1,278
384	Pittsburgh, Pa.	Louisiana, Mo.	15,399
385	Lake Charles, La.	St. Paul, Minn.	10,510
386	Beaumont, Tex.	St. Paul, Minn.	1,191
387	Slidell, La.	Louisiana, Mo.	10,000
388	Slidell, La.	Peru, Ill.	5,000
389	Pascagoula, Miss.	Pekin, Ill.	5,000
390	Birmingham, Ala.	Chicago, Ill.	11,437
AGRICULTURAL CHEMICALS			
391	Louisiana, Mo.	New Haven, Mo.	3,629
392	Louisiana, Mo.	Henderson, Ky.	5,173
393	Minneapolis, Minn.	Sheffield, Ala.	1,400
394	Louisiana, Mo.	Louisville, Ky.	2,241
395	Louisiana, Mo.	Memphis, Tenn.	3,039
396	Burlington, Ia.	Burnside, La.	5,650
397	Chicago, Ill.	Granite City, Ill.	1,467
398	Chicago, Ill.	Sheffield, Ala.	1,413
399	Marseilles, Ill.	Louisville, Ky.	1,176
400	Joliet, Ill.	Avondale, La.	1,422
401	Granite City, Ill.	Muscatine, Ia.	5,204
402	Sheffield, Ala.	Chicago, Ill.	3,007
403	Ironton, Ohio	Havana, Ill.	1,440
404	Helena, Ark.	St. Paul, Minn.	1,347
405	Caruthersville, Mo.	Chicago, Ill.	2,808
406	Lake Charles, La.	Dubuque, Ia.	1,293
407	Lake Charles, La.	Joliet, Ill.	2,398
408	Beaumont, Tex.	Muscatine, Ia.	1,305
409	Pascagoula, Miss.	Pekin, Ill.	3,820

COST ANALYSIS SHEET NUMBER	RIVER ORIGIN	RIVER DESTINATION	TONS
NON-METALLIC MINERALS			
410	Ottawa, Ill.	St. Charles, Mo.	1,114
411	Ottawa, Ill.	St. Louis, Mo.	1,549
412	Chicago, Ill.	Houston, Tex.	2,863
413	Cumberland River	U. U. Miss.	X
414	New Orleans, La.	St. Paul, Minn.	1,200
415	New Orleans, La.	Chicago, Ill.	1,400
SALT			
416	St. Louis, Mo.	St. Paul, Minn.	1,408
MOLASSES			
417	St. Paul, Minn.	St. Louis, Mo.	14,544
418	St. Paul, Minn.	Baton Rouge, La.	15,327
419	Baton Rouge, La.	St. Paul, Minn.	30,089

TRAFFIC SURVEY

COST ANALYSIS

OMMODITY Corn TONNAGE (SHORT TONS) 1544

EAR ORIGIN Davenport, Iowa BEAR DESTINATION Guntersville, Alabama

U.U. Miss. Tenn. R.

AIL:

ARIABLE: 6.11 ALL RAIL MILES 725

ULLY ALLOCATED 8.83

COST ALTERNATIVE:

VARIABLE RAIL: 2.77 WATER: 2.96 TOTAL: 5.73

FULLY ALLOCATED RAIL: 4.24 WATER: 3.25 TOTAL: 7.49

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
HARGE TO RIVER			
ANDLING AT RIVER ORIGIN			
INE-HAUL CHARGE	888	Barge	3.09
ANDLING AT RIVER DESTINATION			
HARGE EX RIVER			
THER			.40
		TOTAL	3.49

EMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 1

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Corn TONNAGE (SHORT TONS) 45801

BEAR ORIGIN Havana, Illinois BEAR DESTINATION Guntersville, Ala

Ill. R. Tenn. R.

ALL RAIL:

VARIABLE: 5.16 ALL RAIL MILES 654

FULLY ALLOCATED 7.49

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 5.16 WATER: 0 TOTAL: 5.16

FULLY ALLOCATED RAIL: 3.94 WATER: 3.04 TOTAL: 6.98

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Ne
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	743	Barge	2.98
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.37
		TOTAL	3.35

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

OMMODITY Corn

TONNAGE (SHORT TONS) 10765

EAR ORIGIN Savage, Minnesota
U.U. Miss.

BEAR DESTINATION New Orleans
L. Miss.

AIL:

ARIABLE: 10.42

ULLY ALLOCATED 14.99

ALL RAIL MILES 1314

COST ALTERNATIVE:

VARIABLE	RAIL:	5.74	WATER:	1.99	TOTAL:	7.73
FULLY ALLOCATED	RAIL:	8.12	WATER:	2.20	TOTAL:	10.32

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
HARGE TO RIVER			
ANDLING AT RIVER ORIGIN			
INE-HAUL CHARGE	1711	Barge	3.04
ANDLING AT RIVER DESTINATION			
HARGE EX RIVER			
THER			.49
		TOTAL	3.53

EMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 3

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Corn

TONNAGE (SHORT TONS) 6459

BEAR ORIGIN Savage, Minnesota
U.U. Miss.

BEAR DESTINATION Destrehan, Louisiar
L. Miss.

ALL RAIL:

VARIABLE: 10.42

FULLY ALLOCATED 14.99

ALL RAIL MILES 1314

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 5.74 WATER: 1.97 TOTAL: 7.71

FULLY ALLOCATED RAIL: 8.12 WATER: 2.17 TOTAL: 10.29

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net T
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1691	Barge	3.02
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.48
		TOTAL	3.50

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 4

TRAFFIC SURVEY

COST ANALYSIS

OMMODITY Corn

TONNAGE (SHORT TONS) 165853

EAR ORIGIN Savage, Minnesota

BEAR DESTINATION Baton Rouge, Louisiana

AIL: U.U. Miss.

L. Miss.

ARIABLE: 10.25

ULLY ALLOCATED 14.73

ALL RAIL MILES 1286

COST ALTERNATIVE:

VARIABLE	RAIL:	5.74	WATER:	1.85	TOTAL:	7.59
FULLY ALLOCATED	RAIL:	8.12	WATER:	2.03	TOTAL:	10.15

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
HARGE TO RIVER			
ANDLING AT RIVER ORIGIN			
INE-HAUL CHARGE	1568	Barge	2.90
ANDLING AT RIVER DESTINATION			
HARGE EX RIVER			
THER			.45
		TOTAL	3.35

EMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 5

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Corn

TONNAGE (SHORT TONS) 30446

BEAR ORIGIN Savage, Minnesota

BEAR DESTINATION New Orleans, Louis

ALL RAIL: U.U. Miss

L. Miss

VARIABLE: 10.42

ALL RAIL MILES 1314

FULLY ALLOCATED 14.73

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 5.74 WATER: 1.99 TOTAL: 7.73

FULLY ALLOCATED RAIL: 8.12 WATER: 2.20 TOTAL: 10.32

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net To
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1711	Barge	3.04
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.49
		TOTAL	3.53

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 6

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Corn

TONNAGE (SHORT TONS) 61461

BEAR ORIGIN Florence, Illinois · III. R.

BEAR DESTINATION Baton Rouge, Louisiana L. Miss.

RAIL:

VARIABLE: 7.89

FULLY ALLOCATED 9.94

ALL RAIL MILES 803

COST ALTERNATIVE:

VARIABLE	RAIL:	1.67	WATER:	1.85	TOTAL:	3.52
FULLY ALLOCATED	RAIL:	2.39	WATER:	2.03	TOTAL:	4.42

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
HARGE TO RIVER			
ANDLING AT RIVER ORIGIN			
INE-HAUL CHARGE	984	Barge	1.71
ANDLING AT RIVER DESTINATION			
HARGE EX RIVER			
THER			.23
		TOTAL	1.94

EMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 7

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Corn

TONNAGE (SHORT TONS) 4255

BEAR ORIGIN Naples, Illinois

BEAR DESTINATION Baton Rouge, Louis na

ALL RAIL: Ill. R.

L. Miss.

VARIABLE: 7.89

ALL RAIL MILES 803

FULLY ALLOCATED 9.94

LEAST COST ALTERNATIVE:

VARIABLE	RAIL:	1.67	WATER:	1.85	TOTAL:	3.52
FULLY ALLOCATED	RAIL:	2.39	WATER:	2.03	TOTAL:	4.42

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per NetTo
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	995	Barge	1.76
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.23
		TOTAL	1.99

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 8

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Corn
TONNAGE (SHORT TONS) 94198

EAR ORIGIN Havana, Illinois
BEAR DESTINATION Baton Rouge, Louisiana

AIL: Ill R.
L. Miss.

ARIABLE: 6.40
ALL RAIL MILES 844

ULLY ALLOCATED 9.29

COST ALTERNATIVE:

VARIABLE	RAIL:	1.77	WATER:	1.85	TOTAL:	3.62
FULLY ALLOCATED	RAIL:	2.53	WATER:	2.03	TOTAL:	4.56

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
HARGE TO RIVER			
ANDLING AT RIVER ORIGIN			
INE-HAUL CHARGE	1049	Barge	1.97
ANDLING AT RIVER DESTINATION			
HARGE EX RIVER			
THER			.27
		TOTAL	2.24

EMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Corn

TONNAGE (SHORT TONS) 22327

BEAR ORIGIN Pekin, Illinois

BEAR DESTINATION New Orleans, Louisia

ALL RAIL: Ill. R. L. Miss.

VARIABLE: 6.36

ALL RAIL MILES 838

FULLY ALLOCATED 9.23

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 1.91 WATER: 1.99 TOTAL: 3.90

FULLY ALLOCATED RAIL: 2.74 WATER: 2.20 TOTAL: 4.94

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1224	Barge	2.24
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.32
		TOTAL	2.56

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

MODITY Corn

TONNAGE (SHORT TONS) 7055

R ORIGIN Pekin, Illinois

BEAR DESTINATION Baton Rouge, Louisiana

L: Ill. R.

L. Miss.

IABLE: 6.18

ALL RAIL MILES 811

LY ALLOCATED 8.98

OST ALTERNATIVE:

RIABLE	RAIL:	1.91	WATER:	1.85	TOTAL:	3.76
LLY ALLOCATED	RAIL:	2.74	WATER:	2.03	TOTAL:	4.77

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
RGE TO RIVER			
DLING AT RIVER ORIGIN			
E-HAUL CHARGE	1081	Barge	2.10
DLING AT RIVER DESTINATION			
RGE EX RIVER			
ER			.29
		TOTAL	2.39

ARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 11

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Corn

TONNAGE (SHORT TONS) 15367

BEAR ORIGIN Pekin, Illinois

BEAR DESTINATION Westwego, Louisiana

Ill. R.

L. Miss.

ALL RAIL:

VARIABLE: 6.42

ALL RAIL MILES 848

FULLY ALLOCATED 9.32

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 1.91 WATER: 1.99 TOTAL: 3.90

FULLY ALLOCATED RAIL: 2.74 WATER: 2.20 TOTAL: 4.94

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Ne To
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1221	Barge	2.24
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.31
		TOTAL	2.55

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 12

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Corn

TONNAGE (SHORT TONS) 1373

BEAR ORIGIN Pekin, Illinois

Ill. R.

BEAR DESTINATION Vicksburg, Mississippi

M. Miss.

RAIL:

VARIABLE: 5.25

ALL RAIL MILES 667

FULLY ALLOCATED 7.61

T COST ALTERNATIVE:

VARIABLE RAIL: 1.91 WATER: 1.50 TOTAL: 3.41

FULLY ALLOCATED RAIL: 2.74 WATER: 1.60 TOTAL: 4.34

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	725	Barge	1.91
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.24
		TOTAL	2.15

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Corn

TONNAGE (SHORT TONS) 1482

BEAR ORIGIN North Pekin, Illinois

BEAR DESTINATION Drestrehan, Louisi

ALL RAIL: Ill. R. L. Miss.

VARIABLE: 6.36

ALL RAIL MILES 838

FULLY ALLOCATED 9.23

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 1.91 WATER: 1.97 TOTAL: 3.88

FULLY ALLOCATED RAIL: 2.74 WATER: 2.17 TOTAL: 4.91

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Ne
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1210	Barge	2.25
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.31
		TOTAL	2.56

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

MMODITY Corn

TONNAGE (SHORT TONS) 68976

AR ORIGIN Peoria, Illinois

BEAR DESTINATION Baton Rouge, Louisiana

IL: Ill. R.

L. Miss.

RIABLE: 6.24

ALL RAIL MILES 820

LLY ALLOCATED 9.06

COST ALTERNATIVE:

ARIABLE	RAIL:	1.97	WATER:	1.85	TOTAL:	3.82
ULLY ALLOCATED	RAIL:	2.82	WATER:	2.03	TOTAL:	4.85

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
ARGE TO RIVER			
NDLING AT RIVER ORIGIN			
INE-HAUL CHARGE	1090	Barge	2.14
NDLING AT RIVER DESTINATION			
ARGE EX RIVER			
THER			.29
		TOTAL	2.43

MARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Corn TONNAGE (SHORT TONS) 3071

BEAR ORIGIN Peoria, Illinois BEAR DESTINATION Pascagoula, Missis

Ill. R. E2-GIWW

ALL RAIL:

VARIABLE: 6.75

FULLY ALLOCATED 9.50

ALL RAIL MILES 859

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 1.97 WATER: 3.40 TOTAL: 5.37

FULLY ALLOCATED RAIL: 3.03 WATER: 3.70 TOTAL: 6.73

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Ne
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1350	Barge	2.88
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.40
		TOTAL	3.28

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 16

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Corn

TONNAGE (SHORT TONS) 35413

BEAR ORIGIN Peoria, Illinois

BEAR DESTINATION New Orleans, Louisiana

RAIL: Ill. R. L. Miss.

VARIABLE: 6.42

FULLY ALLOCATED 9.32

ALL RAIL MILES 847

T COST ALTERNATIVE:

VARIABLE RAIL: 1.97 WATER: 1.99 TOTAL: 3.96

FULLY ALLOCATED RAIL: 2.82 WATER: 2.20 TOTAL: 5.02

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1233	Barge	2.28
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.32
		TOTAL	2.60

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 17

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Corn

TONNAGE (SHORT TONS) 16232

BEAR ORIGIN Spring Valley, Illinois
Ill. R.

BEAR DESTINATION New Orleans, Lou
L. Miss.

ALL RAIL:

VARIABLE: 6.62

ALL RAIL MILES 879

FULLY ALLOCATED 9.62

LEAST COST ALTERNATIVE:

VARIABLE	RAIL:	2.37	WATER:	1.99	TOTAL:	4.36
FULLY ALLOCATED	RAIL:	3.41	WATER:	2.20	TOTAL:	5.51

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Ne
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1290	Barge	2.51
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.35
		TOTAL	2.86

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 18

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Corn TONNAGE (SHORT TONS) 22378

BEAR ORIGIN Spring Valley, Illinois BEAR DESTINATION New Orleans, Louisiana

RAIL: Ill. R.

VARIABLE: 6.62

ALL RAIL MILES L. Miss 879

FULLY ALLOCATED 9.62

T COST ALTERNATIVE:

VARIABLE RAIL: 2.37 WATER: 1.99 TOTAL: 4.36

FULLY ALLOCATED RAIL: 3.41 WATER: 2.20 TOTAL: 5.51

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1290	Barge	2.51
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.35
		TOTAL	2.86

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 19

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Corn

TONNAGE (SHORT TONS) 100560

BEAR ORIGIN Ottawa, Illinois

BEAR DESTINATION Destrehan, Louisia

ALL RAIL: Ill. R.
VARIABLE: 6.72

FULLY ALLOCATED 9.76

ALL L. Miss.
RAIL
MILES 894

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 2.44 WATER: 1.97 TOTAL: 4.41

FULLY ALLOCATED RAIL: 3.51 WATER: 2.17 TOTAL: 5.68

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1288	Barge	2.56
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.36
		TOTAL	2.92

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 20

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Corn

TONNAGE (SHORT TONS) 13001

BEAR ORIGIN Morris, Illinois

BEAR DESTINATION Westwego, Louisiana

RAIL: Ill. R.

VARIABLE: 6.89

FULLY ALLOCATED 10.01

ALL RAIL MILES L. Miss. 921

T COST ALTERNATIVE:

VARIABLE RAIL: 2.51 WATER: 1.99 TOTAL: 4.50

FULLY ALLOCATED RAIL: 3.62 WATER: 2.20 TOTAL: 5.82

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1332	Barge	2.68
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.38
		TOTAL	3.06

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 21

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Corn

TONNAGE (SHORT TONS) 21028

BEAR ORIGIN Alton, Illinois

BEAR DESTINATION New Orleans, Loui

ALL RAIL: L.U. Miss.

VARIABLE: 5.70

FULLY ALLOCATED 8.26

ALL RAIL MILES L. Miss. 736

LEAST COST ALTERNATIVE:

VARIABLE	RAIL:	1.14	WATER:	1.99	TOTAL:	3.13
FULLY ALLOCATED	RAIL:	1.55	WATER:	2.20	TOTAL:	3.75

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Ne. T
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1057	Barge	1.60
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.22
		TOTAL	1.82

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 22

TRAFFIC SURVEY

COST ANALYSIS

OMMODITY Corn TONNAGE (SHORT TONS) 6099

EAR ORIGIN LaGrange, Missouri BEAR DESTINATION New Orleans, Louisiana

AIL: U.U. Miss. L. Miss.

ARIABLE: 7.79 ALL RAIL MILES 862

ULLY ALLOCATED 10.31

COST ALTERNATIVE:

VARIABLE RAIL: 2.65 WATER: 1.99 TOTAL: 4.64

FULLY ALLOCATED RAIL: 3.47 WATER: 2.20 TOTAL: 5.67

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
HARGE TO RIVER			
ANDLING AT RIVER ORIGIN			
INE-HAUL CHARGE	1190	Barge	1.89
ANDLING AT RIVER DESTINATION			
HARGE EX RIVER			
THER			.27
		TOTAL	2.16

EMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Corn

TONNAGE (SHORT TONS) 2942

BEAR ORIGIN Kingston, Iowa

BEAR DESTINATION Westwego, Louisi

ALL RAIL: U.U. Miss.

L. Miss.

VARIABLE: 6.66

ALL RAIL MILES 938

FULLY ALLOCATED 8.93

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 2.70 WATER: 1.99 TOTAL: 4.69

FULLY ALLOCATED RAIL: 4.12 WATER: 2.20 TOTAL: 6.32

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1269	Barge	2.07
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.30
		TOTAL	2.37

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

OMMODITY Corn

TONNAGE (SHORT TONS) 12224

EAR ORIGIN St. Paul, Minnesota

BEAR DESTINATION Westwego, Louisiana

AIL: U.U. Miss.

ARIABLE: 10.32

ULLY ALLOCATED 14.26

L. Miss.
ALL RAIL MILES 1306

COST ALTERNATIVE:

VARIABLE RAIL: 5.57 WATER: 1,99 TOTAL: 7.56

FULLY ALLOCATED RAIL: 7.93 WATER: 2.20 TOTAL: 10.13

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
HARGE TO RIVER			
ANDLING AT RIVER ORIGIN			
INE-HAUL CHARGE	1695	Barge	3.01
ANDLING AT RIVER DESTINATION			
HARGE EX RIVER			
THER			.47
		TOTAL	3.48

EMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 25

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Soybeans

TONNAGE (SHORT TONS) 1381

BEAR ORIGIN Florence, Illinois

BEAR DESTINATION New Orleans, Louis

ALL RAIL: Ill. R.

VARIABLE: 8.07

ALL RAIL MILES L. Miss. 830

FULLY ALLOCATED 10.19

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 1.67 WATER: 1.99 TOTAL: 3.66

FULLY ALLOCATED RAIL: 2.39 WATER: 2.20 TOTAL: 4.59

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1127	Barge	1.86
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.25
		TOTAL	2.11

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 26

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Soybeans

TONNAGE (SHORT TONS) 11263

BEAR ORIGIN Beardstown, Illinois

BEAR DESTINATION Memphis, Tennesee

RAIL: Ill. R.

VARIABLE: 4.38

FULLY ALLOCATED 6.55

ALL RAIL MILES 466

M. Miss.

T COST ALTERNATIVE:

VARIABLE RAIL: 2.26 WATER: 1.19 TOTAL: 3.45

FULLY ALLOCATED RAIL: 3.45 WATER: 1.27 TOTAL: 4.72

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	525	Barge	1.36
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.15
		TOTAL	1.51

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 27

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Soybeans

TONNAGE (SHORT TONS) 2393

BEAR ORIGIN Havana, Illinois

BEAR DESTINATION New Orleans, Lo

ALL RAIL: Ill. R. L. Miss

VARIABLE: 6.59

ALL RAIL MILES 874

FULLY ALLOCATED 9.57

LEAST COST ALTERNATIVE:

VARIABLE	RAIL:	1.77	WATER:	1.99	TOTAL:	3.76
FULLY ALLOCATED	RAIL:	2.54	WATER:	2.20	TOTAL:	4.74

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per N
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1192	Barge	2.11
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.30
		TOTAL	2.41

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Soybeans

TONNAGE (SHORT TONS) 2852

BEAR ORIGIN Pekin, Illinois

BEAR DESTINATION Baton Rouge, Louisiana

RAIL: Ill. R.

VARIABLE: 6.18

FULLY ALLOCATED 8.98

ALL RAIL L. Miss.
MILES 811

ST COST ALTERNATIVE:

VARIABLE	RAIL:	1.91	WATER:	1.85	TOTAL:	3.76
FULLY ALLOCATED	RAIL:	2.74	WATER:	2 .03	TOTAL:	4.77

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1081	Barge	2.10
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.29
		TOTAL	2.39

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 29

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Soybeans

TONNAGE (SHORT TONS) 13591

BEAR ORIGIN Kingston, Iowa

BEAR DESTINATION Alliance, La.

ALL RAIL: U.U. Miss.

VARIABLE: 7.21

ALL RAIL MILES L. Miss. 901

FULLY ALLOCATED 10.69

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 2.70 WATER: 1.85 TOTAL: 4.55

FULLY ALLOCATED RAIL: 4.12 WATER: 2.03 TOTAL: 6.15

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per N
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1129	Barge	2.11
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.31
		TOTAL	2.42

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Soybeans TONNAGE (SHORT TONS) 23068

BEAR ORIGIN Savage, Minn. BEAR DESTINATION New Orleans, La.

RAIL: U.U. Miss.

VARIABLE: 10.42

FULLY ALLOCATED 14.99

ALIL. Miss.
RAIL
MILES 1314

T COST ALTERNATIVE:

VARIABLE RAIL: 5.74 WATER: 1.99 TOTAL: 7.73

FULLY ALLOCATED RAIL: 8.12 WATER: 2.20 TOTAL: 10.32

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1711	Barge	3.04
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.48
		TOTAL	3.52

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 31

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Soybeans

TONNAGE (SHORT TONS) 15308

BEAR ORIGIN Naples, Ill.

BEAR DESTINATION Pascagoula, Miss.

ALL RAIL: Ill. R.

VARIABLE: 10.35

ALL RAIL MILES E2 GIWW 1307

FULLY ALLOCATED 14.93

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 5.74 WATER: 2.94 TOTAL: 8.68

FULLY ALLOCATED RAIL: 8.12 WATER: 3.31 TOTAL: 11.43

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1255	Barge	2.48
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.36
		TOTAL	2.84

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Barley and Rye

TONNAGE (SHORT TONS) 13680

BEAR ORIGIN St. Paul, Minnesota

BEAR DESTINATION Louisville, Kentucky

RAIL: U.U. Miss.

VARIABLE: 7.35

ALL RAIL MILES M. Ohio 849

FULLY ALLOCATED 10.53

ST COST ALTERNATIVE:

VARIABLE RAIL: 7.35 WATER: 0 TOTAL: 7.35

FULLY ALLOCATED RAIL: 10.53 WATER: 0 TOTAL: 10.53

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1223	Barge	3.78
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.30
		TOTAL	4.08

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 33

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Barley and Rye

TONNAGE (SHORT TONS) 9240

BEAR ORIGIN St. Paul, Minnesota

BEAR DESTINATION New Orleans, Lou ia

ALL RAIL: U.U. Miss.

VARIABLE: 10.26

FULLY ALLOCATED 14.77

ALL RAIL MILES L. Miss 1296

LEAST COST ALTERNATIVE:

VARIABLE	RAIL: 5.57	WATER: 1.99	TOTAL: 7.56
FULLY ALLOCATED	RAIL: 7.93	WATER: 2.20	TOTAL: 10.13

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per NetTon
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1698	Barge	3.01
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.47
		TOTAL	3.48

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Barley and Rye TONNAGE (SHORT TONS) 8583

BEAR ORIGIN St. Paul, Minnesota BEAR DESTINATION New Orleans, Louisiana

RAIL: U.U. Miss. L. Miss.

VARIABLE: 10.26 ALL RAIL MILES 1296

FULLY ALLOCATED 14.77

T COST ALTERNATIVE:

VARIABLE RAIL: 5.57 WATER: 1.99 TOTAL: 7.56

FULLY ALLOCATED RAIL: 7.93 WATER: 2.20 TOTAL: 10.13

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1698	Barge	3.01
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.47
		TOTAL	3.48

REMARKS:

EXPLANATION OF REFERENCE MARKS

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2	7.
3	8
4.	9
5	10

Cost Sheet 35

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Oats TONNAGE (SHORT TONS) 18722

BEAR ORIGIN St. Paul, Minnesota BEAR DESTINATION Vicksburg, Missisip

ALL RAIL: U.U. Miss. ALL RAIL MILES M. Miss 1123

VARIABLE: 9.13

FULLY ALLOCATED 13.13

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 5.57 WATER: 1.50 TOTAL: 7.07

FULLY ALLOCATED RAIL: 7.93 WATER: 1.60 TOTAL: 9.53

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per NetTon
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1199	Barge	2.68
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.40
		TOTAL	3.08

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 36

TRAFFIC SURVEY

COST ANALYSIS

OMMODITY Oats TONNAGE (SHORT TONS) 9472

EAR ORIGIN Savage, Minnesota BEAR DESTINATION Vicksburg, Mississippi

AIL: U.U. Miss. ALL M. Miss.

ARIABLE: 9.30 RAIL

ULLY ALLOCATED 13.35 MILES 1141

COST ALTERNATIVE:

VARIABLE	RAIL:	5.74	WATER:	1.50	TOTAL:	7.24
FULLY ALLOCATED	RAIL:	8.12	WATER:	1.60	TOTAL:	9.72

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
HARGE TO RIVER			
ANDLING AT RIVER ORIGIN			
INE-HAUL CHARGE	1212	Barge	2.70
ANDLING AT RIVER DESTINATION			
HARGE EX RIVER			
THER			.42
		TOTAL	3.12

EMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 37

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Oats TONNAGE (SHORT TONS) 25500

BEAR ORIGIN Savage, Minnesota. BEAR DESTINATION Guntersville, Al

ALL RAIL: U.U. Miss.

VARIABLE: 9.18

FULLY ALLOCATED 13.18

ALL RAIL MILES Tenn. R. 1123

LEAST COST ALTERNATIVE:

VARIABLE	RAIL:	5.74	WATER:	2.54	TOTAL:	8.28
FULLY ALLOCATED	RAIL:	8.12	WATER:	2.82	TOTAL:	10.94

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Ne
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1262	Barge	3.91
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.31
		TOTAL	4.22

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

OMMODITY Oats TONNAGE (SHORT TONS) 15928

EAR ORIGIN Savage, Minnesota BEAR DESTINATION Baton Rouge, Louisiana

AIL: U.U. Miss. ALL L. Miss.

ARIABLE: 10.25 RAIL

ULLY ALLOCATED 14.73 MILES 1287

COST ALTERNATIVE:

VARIABLE RAIL: 5.74 WATER: 1.85 TOTAL: 7.59

FULLY ALLOCATED RAIL: 8.12 WATER: 2.03 TOTAL: 10.15

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
HARGE TO RIVER			
ANDLING AT RIVER ORIGIN			
INE-HAUL CHARGE	1568	Barge	2.90
ANDLING AT RIVER DESTINATION			
HARGE EX RIVER			
OTHER			.45
		TOTAL	3.35

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 39

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Oats

TONNAGE (SHORT TONS) 19470

BEAR ORIGIN Savage, Minnesota

BEAR DESTINATION Shawneetown, Ill

ALL RAIL: U.U. Miss.

VARIABLE: 6.68

FULLY ALLOCATED 9.53

ALL RAIL MILES L. Ohio 738

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 6.68 WATER: 0 TOTAL: 6.68

FULLY ALLOCATED RAIL: 9.53 WATER: 0 TOTAL: 9.53

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	981	Barge	2.78
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.31
		TOTAL	3.09

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 40

TRAFFIC SURVEY

COST ANALYSIS

OMMODITY Wheat — TONNAGE (SHORT TONS) 26427

EAR ORIGIN Savage, Minnesota — BEAR DESTINATION New Orleans, Louisiana

AIL: U.U. Miss — ALL RAIL MILES L. Miss 1314

ARIABLE: 10.42

ULLY ALLOCATED 14.99

COST ALTERNATIVE:

VARIABLE RAIL: 5.74 WATER: 1.99 TOTAL: 7.73

FULLY ALLOCATED RAIL: 8.12 WATER: 2.20 TOTAL: 10.32

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
HARGE TO RIVER			
ANDLING AT RIVER ORIGIN			
INE-HAUL CHARGE	1711	Barge	3.04
ANDLING AT RIVER DESTINATION			
HARGE EX RIVER			
THER			.48
		TOTAL	3.52

EMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 41

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Wheat

TONNAGE (SHORT TONS) 4585

BEAR ORIGIN Hannibal, Missouri

BEAR DESTINATION New Orleans, Loui lan

ALL RAIL: U.U. Miss.

VARIABLE: 6.23

FULLY ALLOCATED 10.29

ALL RAIL MILES L. Miss 839

LEAST COST ALTERNATIVE:

-VARIABLE RAIL: 2.11 WATER: 1.99 TOTAL: 3.10

FULLY ALLOCATED RAIL: 3.24 WATER: 2.20 TOTAL: 5.44

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net on
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1163	Barge	1.83
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.26
		TOTAL	2.09

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 42

TRAFFIC SURVEY

COST ANALYSIS

OMMODITY Wheat

TONNAGE (SHORT TONS) 5995

EAR ORIGIN Havana, Illinois

BEAR DESTINATION Baton Rouge, Louisiana

AIL: Ill. R.

L. Miss.

ARIABLE: 6.40

ALL RAIL MILES 844

ULLY ALLOCATED 9.29

COST ALTERNATIVE:

VARIABLE	RAIL:	1.77	WATER:	1.85	TOTAL:	3.62
FULLY ALLOCATED	RAIL:	2.54	WATER:	2.03	TOTAL:	4.57

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
HARGE TO RIVER			
ANDLING AT RIVER ORIGIN			
INE-HAUL CHARGE	1049	Barge	1.97
ANDLING AT RIVER DESTINATION			
HARGE EX RIVER			
THER			.27
		TOTAL	2.24

EMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 43

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Wheat

TONNAGE (SHORT TONS) 1694

BEAR ORIGIN Peoria, Illinois
Ill. R.

BEAR DESTINATION Baton Rouge, Lo
L. Miss

ALL RAIL:

VARIABLE: 6.24

ALL RAIL MILES 820

FULLY ALLOCATED 9.06

LEAST COST ALTERNATIVE:

VARIABLE	RAIL:	1.97	WATER:	1.85	TOTAL:	3.82
FULLY ALLOCATED	RAIL:	2.82	WATER:	2.03	TOTAL:	4.85

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Ne T
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1090	Barge	2.14
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.29
		TOTAL	2.43

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

MODITY Wheat

TONNAGE (SHORT TONS) 1373

AR ORIGIN Havana, Illinois

BEAR DESTINATION Pascagoula, Mississippi

IL: Ill. R.

IABLE: 6.43

LLY ALLOCATED 9.43

ALL RAIL MILES E2-GIWW 848

COST ALTERNATIVE:

ARIABLE RAIL: 1.82 WATER: 2.94 TOTAL: 4.76

LLY ALLOCATED RAIL: 2.55 WATER: 3.31 TOTAL: 5.86

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
ARGE TO RIVER			
DLING AT RIVER ORIGIN			
E-HAUL CHARGE	1308	Barge	2.71
DLING AT RIVER DESTINATION			
ARGE EX RIVER			
HER			.38
		TOTAL	3.09

ARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 45

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Wheat

TONNAGE (SHORT TONS) 4537

BEAR ORIGIN Florence, Illinois

BEAR DESTINATION New Orleans, Lou

ALL RAIL: Ill. R. L. Miss.

VARIABLE: 8.07

FULLY ALLOCATED 10.19

ALL RAIL MILES 830

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 1.67 WATER: 1.99 TOTAL: 3.66

FULLY ALLOCATED RAIL: 2.39 WATER: 2.20 TOTAL: 4.59

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Ne
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1127	Barge	1.86
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.25
		TOTAL	2.11

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 46

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Wheat

TONNAGE (SHORT TONS) 1386

BEAR ORIGIN Gregory, Missouri

BEAR DESTINATION New Orleans, Louisiana

RAIL: U.U. Miss. L. Miss.

VARIABLE: 6.31

ALL RAIL MILES 884

FULLY ALLOCATED 10.50

T COST ALTERNATIVE:

VARIABLE RAIL: 2.41 WATER: 1.99 TOTAL: 3.40

FULLY ALLOCATED RAIL: 3.69 WATER: 2.20 TOTAL: 5.89

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1206	Barge	1.93
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.28
		TOTAL	2.21

REMARKS:

EXPLANATION OF REFERENCE MARKS

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4 9
5 10

Cost Sheet 47

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Wheat

TONNAGE (SHORT TONS) 10260

BEAR ORIGIN Pekin, Illinois

BEAR DESTINATION New Orleans, La.

ALL RAIL: Ill. R.

VARIABLE: 6.36

FULLY ALLOCATED 9.23

ALL RAIL MILES L. Miss. 838

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 1.91 WATER: 1.99 TOTAL: 3.90

FULLY ALLOCATED RAIL: 2.74 WATER: 2.20 TOTAL: 4.94

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1221	Barge	2.24
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.32
		TOTAL	2.56

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 48

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Wheat

TONNAGE (SHORT TONS) 10157

BEAR ORIGIN Havana, Illinois

BEAR DESTINATION New Orleans, La.

RAIL: Ill. R.

L. Miss.

VARIABLE: 6.59

ALL RAIL MILES 874

FULLY ALLOCATED 9.57

ST COST ALTERNATIVE:

VARIABLE	RAIL:	1.77	WATER:	1.99	TOTAL:	3.76
FULLY ALLOCATED	RAIL:	2.54	WATER:	2.20	TOTAL:	4.74

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1189	Barge	2.11
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.29
		TOTAL	2.40

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Wheat TONNAGE (SHORT TONS) 32968

BEAR ORIGIN St. Paul, Minnesota BEAR DESTINATION St. Louis, Missou

ALL RAIL: U.U. Miss.

VARIABLE: 5.57

FULLY ALLOCATED 7.93

ALL RAIL MILES L.U. Miss 575

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 5.57 WATER: 0 TOTAL: 5.57

FULLY ALLOCATED RAIL: 7.93 WATER: 0 TOTAL: 7.93

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	661	Barge	1.76
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.27
		TOTAL	2.03

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Wheat

TONNAGE (SHORT TONS) 5874

BEAR ORIGIN Savage, Minnesota

BEAR DESTINATION Baton Rouge, Louisiana

RAIL: U.U. Miss.

L. Miss

VARIABLE: 10.25

ALL RAIL MILES 1286

FULLY ALLOCATED 14.73

T COST ALTERNATIVE:

VARIABLE RAIL: 5.74 WATER: 1.85 TOTAL: 7.59

FULLY ALLOCATED RAIL: 8.12 WATER: 2.03 TOTAL: 10.15

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1555	Barge	2.87
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.44
		TOTAL	3.31

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 51

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Wheat

TONNAGE (SHORT TONS) 2874

BEAR ORIGIN Beardstown, Illinois

BEAR DESTINATION New Orleans, La.

Ill. R.

L. Miss.

ALL RAIL:

VARIABLE: 6.79

FULLY ALLOCATED 10.06

ALL RAIL MILES 837

LEAST COST ALTERNATIVE:

VARIABLE	RAIL:	2.10	WATER:	1.79	TOTAL:	3.89
FULLY ALLOCATED	RAIL:	3.23	WATER:	1.99	TOTAL:	5.22

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1121	Barge	1.95
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.27
		TOTAL	2.22

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 52

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Wheat

TONNAGE (SHORT TONS) 8090

BEAR ORIGIN Louisiana, Missouri

BEAR DESTINATION Pascagoula, Mississippi

RAIL: U.U. Miss.

E2-GIWW

VARIABLE: 5.86

ALL RAIL MILES 799

FULLY ALLOCATED 8.71

ST COST ALTERNATIVE:

VARIABLE RAIL: 1.97 WATER: 2.94 TOTAL: 4.91

FULLY ALLOCATED RAIL: 3.03 WATER: 3.31 TOTAL: 6.34

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1252	Barge	2.37
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.65
		TOTAL	3.02

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 53

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Bituminous Coal, Lignite   TONNAGE (SHORT TONS) 25794

BEAR ORIGIN St. Louis, Missouri   BEAR DESTINATION Cassville, Wiscon

ALL RAIL: L.U. Miss.   ALL RAIL MILES U.U. Miss. 337

VARIABLE: 2.18

FULLY ALLOCATED 3.36

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 2.18 WATER: 0 TOTAL: 2.18

FULLY ALLOCATED RAIL: 3.36 WATER: 0 TOTAL: 3.36

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	428	Barge	2.02
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.25
		TOTAL	2.27

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Bituminous Coal, Lignite TONNAGE (SHORT TONS) 213304

BEAR ORIGIN St. Louis, Missouri BEAR DESTINATION Cassville, Wisconsin

RAIL: L.U. Miss.

VARIABLE: 2.18

FULLY ALLOCATED 3.36

ALL RAIL MILES U.U. Miss 337

ST COST ALTERNATIVE:

VARIABLE RAIL: 2.18 WATER: 0 TOTAL: 2.18

FULLY ALLOCATED RAIL: 3.36 WATER: 0 TOTAL: 3.36

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	428	Barge	2.02
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.25
		TOTAL	2.27

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 55

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Bituminous Coal, Lignite TONNAGE (SHORT TONS) 213634

BEAR ORIGIN St. Louis, Missouri BEAR DESTINATION Alma, Wisconsin

ALL RAIL: L.U. Miss.

VARIABLE: 2.73

FULLY ALLOCATED 4.21

ALL RAIL MILES U.U. Miss 465

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 2.73 WATER: 0 TOTAL: 2.73

FULLY ALLOCATED RAIL: 4.21 WATER: 0 TOTAL: 4.21

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	572	Barge	2.60
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.34
		TOTAL	2.94

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Bituminous Coal, Lignite   TONNAGE (SHORT TONS) 195162

BEAR ORIGIN St. Louis, Missouri   BEAR DESTINATION St. Paul, Minnesota

RAIL: L.U. Miss.

VARIABLE: 3.19

FULLY ALLOCATED 4.94

ALL U.U. Miss
RAIL
MILES 575

ST COST ALTERNATIVE:

VARIABLE RAIL: 3.19 WATER: 0 TOTAL: 3.19

FULLY ALLOCATED RAIL: 4.94 WATER: 0 TOTAL: 4.94

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	665	Barge	2.97
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.40
		TOTAL	3.37

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Bituminous Coal, Lignite TONNAGE (SHORT TONS) 12984

BEAR ORIGIN Uniontown, Kentucky BEAR DESTINATION St. Paul, Minnes

ALL RAIL: L. Ohio

VARIABLE: 4.03

FULLY ALLOCATED 6.24

ALL RAIL MILES U.U. Miss 771

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 4.03 WATER: 0 TOTAL: 4.03

FULLY ALLOCATED RAIL: 6.24 WATER: 0 TOTAL: 6.24

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net T
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	982	Barge	3.88
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.52
		TOTAL	4.40

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Bituminous Coal, Lignite

TONNAGE (SHORT TONS) 36470

BEAR ORIGIN St. Louis, Missouri

BEAR DESTINATION Chicago, Illinois

L RAIL: L.U. Miss.

VARIABLE: 1.54

FULLY ALLOCATED 2.35

ALL RAIL MILES Ill. R. 185

AST COST ALTERNATIVE:

VARIABLE RAIL: 1.54 WATER: 0 TOTAL: 1.54

FULLY ALLOCATED RAIL: 2.35 WATER: 0 TOTAL: 2.35

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	547	Barge	1.79
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.22
		TOTAL	2.01

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Bituminous Coal, Lignite

TONNAGE (SHORT TONS) 58940

BEAR ORIGIN Uniontown, Kentucky

BEAR DESTINATION Minneapolis, Minn

ALL RAIL: L. Ohio

ALL RAIL MILES U.U. Miss 771

VARIABLE: 4.03

FULLY ALLOCATED 6.24

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 4.03 WATER: 0 TOTAL: 4.03

FULLY ALLOCATED RAIL: 6.24 WATER: 0 TOTAL: 6.24

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1199	Barge	3.91
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.53
		TOTAL	4.44

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Bituminous Coal, Lignite

TONNAGE (SHORT TONS) 30306

BEAR ORIGIN Ceredo, West Virginia

BEAR DESTINATION Cicero, Illinois

L RAIL: M. Ohio

ALL RAIL MILES Ill. R. 441

VARIABLE: 2.62

FULLY ALLOCATED 4.05

AST COST ALTERNATIVE:

VARIABLE RAIL: 2.62 WATER: 0 TOTAL: 2.62

FULLY ALLOCATED RAIL: 4.05 WATER: 0 TOTAL: 4.05

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1211	Barge	3.79
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.55
		TOTAL	4.34

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 61

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Bituminous Coal, Lignite

TONNAGE (SHORT TONS) 13788

BEAR ORIGIN Ceredo, West Virginia

BEAR DESTINATION Chicago, Illinois

ALL RAIL: M. Ohio

VARIABLE: 2.62

FULLY ALLOCATED 4.05

ALL RAIL MILES Ill. R. 441

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 2.62 WATER: 0 TOTAL: 2.62

FULLY ALLOCATED RAIL: 4.05 WATER: 0 TOTAL: 4.05

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	915	Barge	3.84
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.56
		TOTAL	4.40

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Bituminous Coal, Lignite

TONNAGE (SHORT TONS) 13757

BEAR ORIGIN Grand Rivers, Kentucky

BEAR DESTINATION St. Paul, Minnesota

RAIL: Tenn. R.

VARIABLE: 4.21

FULLY ALLOCATED 6.53

ALL U.U. Miss.
RAIL
MILES 815

ST COST ALTERNATIVE:

VARIABLE RAIL: 4.21 WATER: 0 TOTAL: 4.21

FULLY ALLOCATED RAIL: 6.53 WATER: 0 TOTAL: 6.53

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	848	Barge	3.83
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.50
		TOTAL	4.33

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 63

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Bituminous Coal, Lignite

TONNAGE (SHORT TONS) 16486

BEAR ORIGIN Florence, Alabama

BEAR DESTINATION Chicago, Illinois

ALL RAIL: Tenn. R.

VARIABLE: 3.19

FULLY ALLOCATED 4.92

Ill. R.

ALL RAIL MILES 573

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 3.19 WATER: 0 TOTAL: 3.19

FULLY ALLOCATED RAIL: 4.92 WATER: 0 TOTAL: 4.92

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1058	Barge	3.14
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.42
		TOTAL	3.56

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Bituminous Coal, Lignite
TONNAGE (SHORT TONS) 64534

BEAR ORIGIN Rochester, Kentucky
BEAR DESTINATION Alma, Wisconsin

RAIL: Green R.
VARIABLE: 3.67
ALLU.U. Miss.
RAIL MILES 686

FULLY ALLOCATED 5.67

ST COST ALTERNATIVE:

VARIABLE RAIL: 3.67 WATER: 0 TOTAL: 3.67

FULLY ALLOCATED RAIL: 5.67 WATER: 0 TOTAL: 5.67

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1516	Barge	3.98
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.54
		TOTAL	4.52

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 65

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Bituminous Coal, Lignite   TONNAGE (SHORT TONS) 4250

BEAR ORIGIN Ceredo, West Virginia   BEAR DESTINATION Minneapolis, Minne

ALL RAIL: M. Ohio   ALL U.U. Miss.

VARIABLE: 4.36   RAIL MILES 849

FULLY ALLOCATED 6.75

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 4.36 WATER: 0 TOTAL: 4.36

FULLY ALLOCATED RAIL: 6.75 WATER: 0 TOTAL: 6.75

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1032	Barge	5.06
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.50
		TOTAL	5.56

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Bituminous Coal, Lignite TONNAGE (SHORT TONS) 18495

BEAR ORIGIN Roseville, Arkansas BEAR DESTINATION Cassville, Wisconsin

L RAIL: Ark. R.

VARIABLE: 4.15 ALL U.U. Miss RAIL MILES 800

FULLY ALLOCATED 6.43

ST COST ALTERNATIVE:

- VARIABLE RAIL: 4.15 WATER: 0 TOTAL: 4.15

FULLY ALLOCATED RAIL: 6.43 WATER: 0 TOTAL: 6.43

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1228	Barge	4.59
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.65
		TOTAL	5.24

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Gasoline

TONNAGE (SHORT TONS) 137258

BEAR ORIGIN St. Louis, Missouri

BEAR DESTINATION Kingston Mines, I

ALL RAIL: L.U. Miss.

VARIABLE: 2.42

FULLY ALLOCATED 3.21

ALL RAIL MILES Ill. R. 141

LEAST COST ALTERNATIVE:

VARIABLE	RAIL:	2.42	WATER:	0	TOTAL:	2.42
FULLY ALLOCATED	RAIL:	3.21	WATER:	0	TOTAL:	3.21

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	186	Barge	1.05
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.11
		TOTAL	1.16

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 68

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Gasoline

TONNAGE (SHORT TONS) 3316

BEAR ORIGIN St. Louis, Missouri

BEAR DESTINATION Peoria, Illinois

L.U. Miss.

Ill. R.

RAIL:

VARIABLE: 2.53

FULLY ALLOCATED 3.35

ALL RAIL MILES 151

ST COST ALTERNATIVE:

VARIABLE	RAIL:	2.53	WATER:	0	TOTAL:	2.53
FULLY ALLOCATED	RAIL:	3.35	WATER:	0	TOTAL:	3.35

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	204	Barge	1.12
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.13
		TOTAL	1.25

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Gasoline

TONNAGE (SHORT TONS) 13703

BEAR ORIGIN St. Louis, Missouri
L.U. Miss.

BEAR DESTINATION Peru, Illinois
Ill. R.

ALL RAIL:
VARIABLE: 3.37
FULLY ALLOCATED 4.36

ALL RAIL MILES 210

LEAST COST ALTERNATIVE:

VARIABLE	RAIL: 3.37	WATER: 0	TOTAL: 3.37
FULLY ALLOCATED	RAIL: 4.36	WATER: 0	TOTAL: 4.36

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Tn
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	263	Barge	1.36
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.16
		TOTAL	1.52

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 70

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Gasoline

TONNAGE (SHORT TONS) 18711

BEAR ORIGIN St. Louis, Missouri
L.U. Miss.

BEAR DESTINATION LaCrosse, Wisconsin
U.U. Miss.

RAIL:
VARIABLE: 6.30
FULLY ALLOCATED 8.40

ALL RAIL MILES 421

ST COST ALTERNATIVE:
VARIABLE RAIL: 6.30 WATER: 0 TOTAL: 6.30
FULLY ALLOCATED RAIL: 8.40 WATER: 0 TOTAL: 8.40

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	522	Barge	2.40
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.31
		TOTAL	2.71

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Gasoline   TONNAGE (SHORT TONS) 40197

BEAR ORIGIN Hartford, Illinois   BEAR DESTINATION Winona, Minnesota

L.U. Miss.   U.U. Miss.

ALL RAIL:

VARIABLE: 6.39   ALL RAIL MILES 428

FULLY ALLOCATED 8.50

LEAST COST ALTERNATIVE:

VARIABLE   RAIL: 6.39   WATER: 0   TOTAL: 6.39

FULLY ALLOCATED   RAIL: 8.50   WATER: 0   TOTAL: 8.50

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net T
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	528	Barge	2.42
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.32
		TOTAL	2.74

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Gasoline

TONNAGE (SHORT TONS) 17345

BEAR ORIGIN Hartford, Illinois
L.U. Miss.

BEAR DESTINATION St. Paul, Minnesota
U.U. Miss.

RAIL:
VARIABLE: 7.58
FULLY ALLOCATED 10.02

ALL RAIL MILES 531

ST COST ALTERNATIVE:
VARIABLE RAIL: 7.58 WATER: 0 TOTAL: 7.58
FULLY ALLOCATED RAIL: 10.02 WATER: 0 TOTAL: 10.02

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	648	Barge	2.90
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.39
		TOTAL	3.29

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Gasoline

TONNAGE (SHORT TONS) 81230

BEAR ORIGIN Hartford, Illinios
L.U. Miss.

BEAR DESTINATION Quincy, Illinois
U.U. Miss.

ALL RAIL:

VARIABLE: 2.79

FULLY ALLOCATED 3.92

ALL RAIL MILES 117

LEAST COST ALTERNATIVE:

VARIABLE	RAIL:	2.79	WATER:	0	TOTAL:	2.79
FULLY ALLOCATED	RAIL:	3.92	WATER:	0	TOTAL:	3.92

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	129	Barge	.82
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.08
		TOTAL	.90

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Gasoline

TONNAGE (SHORT TONS) 186148

BEAR ORIGIN Hartford, Illinois

BEAR DESTINATION Cicero, Illinois

L RAIL: L.U. Miss.

VARIABLE: 3.67

FULLY ALLOCATED 4.79

ALL RAIL MILES Ill. R. 253

AST COST ALTERNATIVE:

VARIABLE RAIL: 3.67 WATER: 0 TOTAL: 3.67

FULLY ALLOCATED RAIL: 4.79 WATER: 0 TOTAL: 4.79

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	336	Barge	1.65
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.20
		TOTAL	1.85

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Gasoline TONNAGE (SHORT TONS) 60135

BEAR ORIGIN St. Louis, Missouri L.U. Miss. BEAR DESTINATION Canton, Missouri U.U. Miss.

ALL RAIL:
VARIABLE: 3.10
FULLY ALLOCATED 4.31

ALL RAIL MILES 144

LEAST COST ALTERNATIVE:

VARIABLE	RAIL:	3.10	WATER:	0	TOTAL:	3.10
FULLY ALLOCATED	RAIL:	4.31	WATER:	0	TOTAL:	4.31

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	165	Barge	.97
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.10
		TOTAL	1.07

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Gasoline

TONNAGE (SHORT TONS) 252702

BEAR ORIGIN Hartford, Illinois

BEAR DESTINATION North Pekin, Illinois

RAIL: L.U. Miss.

Ill. R.

VARIABLE: 2.17

ALL RAIL MILES 119

FULLY ALLOCATED 2.90

ST COST ALTERNATIVE:

VARIABLE	RAIL: 2.17	WATER: 0	TOTAL: 2.17
FULLY ALLOCATED	RAIL: 2.90	WATER: 0	TOTAL: 2.90

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	287	Barge	1.03
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.10
		TOTAL	1.13

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Gasoline

TONNAGE (SHORT TONS) 11896

BEAR ORIGIN St. Louis, Missouri

L.U. Miss.

BEAR DESTINATION LaGrange, Missouri

U.U. Miss.

ALL RAIL:

VARIABLE: 3.03

FULLY ALLOCATED 4.22

ALL RAIL MILES 138

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 3.03 WATER: 0 TOTAL: 3.03

FULLY ALLOCATED RAIL: 4.22 WATER: 0 TOTAL: 4.22

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net T
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	160	Barge	.95
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.09
		TOTAL	1.04

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Gasoline

TONNAGE (SHORT TONS) 27225

BEAR ORIGIN St. Louis, Missouri

BEAR DESTINATION Albany, Illinois

L.U. Miss.

U.U. Miss.

RAIL:

VARIABLE: 4.46

ALL RAIL MILES 256

FULLY ALLOCATED 6.02

ST COST ALTERNATIVE:

VARIABLE RAIL: 4.46 WATER: 0 TOTAL: 4.46

FULLY ALLOCATED RAIL: 6.02 WATER: 0 TOTAL: 6.02

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	383	Barge	1.64
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.20
		TOTAL	1.84

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Gasoline

TONNAGE (SHORT TONS) 37908

BEAR ORIGIN Ostrica, Louisiana
L. Miss.

BEAR DESTINATION North-Pekin, Illi
Ill. R.

ALL RAIL:

VARIABLE: 11.75

FULLY ALLOCATED 15.70

ALL RAIL MILES 905

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 2.54 WATER: 2.78 TOTAL: 5.32

FULLY ALLOCATED RAIL: 3.37 WATER: 3.22 TOTAL: 6.59

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1307	Barge	3.74
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.56
		TOTAL	4.30

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Gasoline

TONNAGE (SHORT TONS) 17426

BEAR ORIGIN Norco, Louisiana

L. Miss.

BEAR DESTINATION Black River, Wisconsin

U.U. Miss

L RAIL:

VARIABLE: 13.44

FULLY ALLOCATED 17.05

ALL RAIL MILES 1112

AST COST ALTERNATIVE:

VARIABLE	RAIL:	6.34	WATER:	2.56	TOTAL:	8.90
FULLY ALLOCATED	RAIL:	8.44	WATER:	2.96	TOTAL:	11.40

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1526	Barge	4.81
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.71
		TOTAL	5.52

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Gasoline

TONNAGE (SHORT TONS) 26815

BEAR ORIGIN St. Louis, Missouri

BEAR DESTINATION Bettendorf, Iowa

ALL RAIL: L.U. Miss.

U.U. Miss.

VARIABLE: 3.50

ALL RAIL MILES 234

FULLY ALLOCATED 4.57

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 3.50 WATER: 0 TOTAL: 3.50

FULLY ALLOCATED RAIL: 4.57 WATER: 0 TOTAL: 4.57

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net To
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	311	Barge	1.55
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.19
		TOTAL	1.74

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Gasoline

TONNAGE (SHORT TONS) 20362

BEAR ORIGIN Hartford, Illinois

BEAR DESTINATION Winona, Minnesota

RAIL: L.U. Miss.

U.U. Miss.

VARIABLE: 6.40

ALL RAIL MILES 428

FULLY ALLOCATED 8.52

ST COST ALTERNATIVE:

VARIABLE RAIL: 6.40 WATER: 0 TOTAL: 6.40

FULLY ALLOCATED RAIL: 8.52 WATER: 0 TOTAL: 8.52

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	527	Barge	2.42
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.31
		TOTAL	2.73

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Gasoline

TONNAGE (SHORT TONS) 58535

BEAR ORIGIN Beaumont, Texas

BEAR DESTINATION Bettendorf, Iowa

ALL RAIL: W2-GIWW

VARIABLE: 13.28

FULLY ALLOCATED 17.00

ALL RAIL MILES U.U. Miss. 1000

LEAST COST ALTERNATIVE:

VARIABLE	RAIL:	3.50	WATER:	3.57	TOTAL:	7.07
FULLY ALLOCATED	RAIL:	6.02	WATER:	4.13	TOTAL:	10.15

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1458	Barge	4.97
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.74
		TOTAL	5.71

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Gasoline

TONNAGE (SHORT TONS) 9040

BEAR ORIGIN Channahan, Illinois

BEAR DESTINATION St. Louis, Missouri

RAIL: Ill. R.

L.U. Miss.

VARIABLE: 3.42

ALL RAIL MILES 231

FULLY ALLOCATED 4.48

T COST ALTERNATIVE:

VARIABLE RAIL: 3.42 WATER: 0 TOTAL: 3.42

FULLY ALLOCATED RAIL: 4.48 WATER: 0 TOTAL: 4.48

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	320	Barge	1.51
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.19
		TOTAL	1.70

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Jet Fuel

TONNAGE (SHORT TONS) 38825

BEAR ORIGIN Hartford, Illinois
L.U. Miss.

BEAR DESTINATION St. Paul, Minnesota
U.U. Miss.

ALL RAIL:

VARIABLE: 7.63

FULLY ALLOCATED 8.76

ALL RAIL MILES 536

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 7.63 WATER: 0 TOTAL: 7.63

FULLY ALLOCATED RAIL: 8.76 WATER: 0 TOTAL: 8.76

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net T
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	647	Barge	2.89
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.39
		TOTAL	3.28

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Jet Fuel

TONNAGE (SHORT TONS) 2059

BEAR ORIGIN Atreco, Texas

BEAR DESTINATION Cicero. Illinois

RAIL: W2-GIWW

Ill. R.

VARIABLE: 13.69

ALL RAIL MILES 1041

FULLY ALLOCATED 17.47

ST COST ALTERNATIVE:

VARIABLE	RAIL: 3.91	WATER: 3.57	TOTAL: 7.48
FULLY ALLOCATED	RAIL: 5.10	WATER: 4.13	TOTAL: 9.23

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1507	Barge	5.67
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.86
		TOTAL	6.53

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 87

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Kerosene TONNAGE (SHORT TONS) 7593

BEAR ORIGIN Violet, Louisiana BEAR DESTINATION Black River, Wiscon

ALL RAIL: L. Miss.

VARIABLE: 13.51

FULLY ALLOCATED 17.29

ALL RAIL MILES U. Miss 1128

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 5.57 WATER: 2.64 TOTAL: 8.21

FULLY ALLOCATED RAIL: 7.21 WATER: 3.06 TOTAL: 10.27

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net T
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1565	Barge	4.90
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.73
		TOTAL	5.63

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 88

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Kerosene

TONNAGE (SHORT TONS) 1841

BEAR ORIGIN New Orleans, Louisiana
L. Miss.

BEAR DESTINATION Black River, Wisconsin
U.U. Miss.

RAIL:

VARIABLE: 13.41

ALL RAIL MILES 1120

FULLY ALLOCATED 17.16

ST COST ALTERNATIVE:

VARIABLE RAIL: 5.57 WATER: 2.64 TOTAL: 8.21

FULLY ALLOCATED RAIL: 7.21 WATER: 3.06 TOTAL: 10.27

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1564	Barge	4.89
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.73
		TOTAL	5.62

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Kerosene TONNAGE (SHORT TONS) 7983

BEAR ORIGIN Norco, Louisiana BEAR DESTINATION St. Paul, Minnesot

L. Miss. U.U. Miss.

ALL RAIL:

VARIABLE: 14.72 ALL RAIL MILES 1233

FULLY ALLOCATED 18.83

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 8.29 WATER: 2.56 TOTAL: 10.95

FULLY ALLOCATED RAIL: 12.59 WATER: 2.96 TOTAL: 15.55

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1672	Barge	5.39
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.80
		TOTAL	6.19

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 90

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Kerosene

TONNAGE (SHORT TONS) 3432

BEAR ORIGIN Norco, Louisiana
L. Miss.

BEAR DESTINATION Black River, Wisconsin
U.U. Miss.

RAIL:

VARIABLE: 13.32

FULLY ALLOCATED 17.05

ALL RAIL MILES 1112

T COST ALTERNATIVE:

VARIABLE RAIL: 5.57 WATER: 2.56 TOTAL: 8.13

FULLY ALLOCATED RAIL: 7.21 WATER: 2.96 TOTAL: 10.17

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1526	Barge	4.81
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.71
		TOTAL	5.52

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Kerosene

TONNAGE (SHORT TONS) 5347

BEAR ORIGIN Mount Vernon, Indiana

L. Ohio

BEAR DESTINATION Cicero, Illinois

Ill. R.

ALL RAIL:

VARIABLE: 4.54

FULLY ALLOCATED 5.85

ALL RAIL MILES 211

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 4.54 WATER: 0 TOTAL: 4.54

FULLY ALLOCATED RAIL: 5.85 WATER: 0 TOTAL: 5.85

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	678	Barge	2.63
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.36
		TOTAL	2.97

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Kerosene

TONNAGE (SHORT TONS) 1506

BEAR ORIGIN Mount Vernon, Indiana

BEAR DESTINATION Peoria, Illinois

L. Ohio

Ill. R.

RAIL:

VARIABLE: 3.87

FULLY ALLOCATED 5.03

ALL RAIL MILES 198

ST COST ALTERNATIVE:

VARIABLE RAIL: 3.87 WATER: 0 TOTAL: 3.87

FULLY ALLOCATED RAIL: 5.03 WATER: 0 TOTAL: 5.03

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	531	Barge	2.05
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.25
		TOTAL	2.30

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 93

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Kerosene

TONNAGE (SHORT TONS) 2392

BEAR ORIGIN Beaumont, Texas

W2-GIWW

BEAR DESTINATION Bettendorf, Iowa

U.U. Miss.

ALL RAIL:

VARIABLE: 13.28

FULLY ALLOCATED 17.00

ALL RAIL MILES 1000

LEAST COST ALTERNATIVE:

VARIABLE	RAIL:	3.50	WATER:	3.57	TOTAL:	7.07
FULLY ALLOCATED	RAIL:	6.02	WATER:	4.13	TOTAL:	10.15

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1458	Barge	4.98
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.74
		TOTAL	5.72

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 94

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Kerosene

TONNAGE (SHORT TONS) 4827

BEAR ORIGIN Beaumont, Texas

W2-GIWW

BEAR DESTINATION St. Paul, Minnesota

U.U. Miss.

RAIL:

VARIABLE: 17.49

FULLY ALLOCATED 22.24

ALL RAIL MILES 1329

ST COST ALTERNATIVE:

VARIABLE RAIL: 8.29 WATER: 3.57 TOTAL: 11.86

FULLY ALLOCATED RAIL: 12.59 WATER: 4.13 TOTAL: 16.72

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1815	Barge	6.40
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.96
		TOTAL	7.36

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Kerosene

TONNAGE (SHORT TONS) 11410

BEAR ORIGIN Beaumont, Texas

BEAR DESTINATION Black River, Wisco

ALL RAIL: W2-GIWW

U.U. Miss.

VARIABLE: 13.02

ALL RAIL MILES 1187

FULLY ALLOCATED 19.63

LEAST COST ALTERNATIVE:

VARIABLE	RAIL:	6.34	WATER:	3.57	TOTAL:	9.91
FULLY ALLOCATED	RAIL:	8.44	WATER:	4.13	TOTAL:	12.57

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1669	Barge	5.82
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.87
		TOTAL	6.69

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Kerosene

TONNAGE (SHORT TONS) 3637

BEAR ORIGIN Beaumont, Texas

BEAR DESTINATION Cicero, Illinois

W2-GIWW

Ill. R.

L RAIL:

VARIABLE: 13.25

ALL RAIL MILES 1091

FULLY ALLOCATED 17.46

AST COST ALTERNATIVE:

VARIABLE	RAIL:	4.01	WATER:	3.57	TOTAL:	7.58
FULLY ALLOCATED	RAIL:	5.23	WATER:	4.13	TOTAL:	9.36

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1507	Barge	5.17
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.78
		TOTAL	5.95

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Gas Oil, Fuel Oil

TONNAGE (SHORT TONS) 176893

BEAR ORIGIN Hartford, Illinois

BEAR DESTINATION North Pekin, Illi

L.U. Miss.

Ill. R.

ALL RAIL:

VARIABLE: 2.29

FULLY ALLOCATED 3.05

ALL RAIL MILES 130

LEAST COST ALTERNATIVE:

VARIABLE	RAIL:	2.29	WATER:	0	TOTAL:	2.29
FULLY ALLOCATED	RAIL:	3.05	WATER:	0	TOTAL:	3.05

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	178	Barge	1.02
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.11
		TOTAL	1.13

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Gas Oil, Fuel Oil TONNAGE (SHORT TONS) 31683

BEAR ORIGIN St. Louis, Missouri BEAR DESTINATION Albany, Illinois

L.U. Miss. U.U. Miss.

RAIL:

VARIABLE: 4.46 ALL RAIL MILES 256

FULLY ALLOCATED 6.07

ST COST ALTERNATIVE:

VARIABLE RAIL: 4.46 WATER: 0 TOTAL: 4.46

FULLY ALLOCATED RAIL: 6.07 WATER: 0 TOTAL: 6.07

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	333	Barge	1.64
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.20
		TOTAL	1.84

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 99

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Gas Oil, Fuel Oil

TONNAGE (SHORT TONS) 32580

BEAR ORIGIN Hartford, Illinois
L.U. Miss.

BEAR DESTINATION Quincy, Illinois
U.U. Miss.

ALL RAIL:

VARIABLE 2.79

FULLY ALLOCATED 3.92

ALL RAIL MILES 117

LEAST COST ALTERNATIVE:

VARIABLE	RAIL:	2.79	WATER:	0	TOTAL:	2.79
FULLY ALLOCATED	RAIL:	3.92	WATER:	0	TOTAL:	3.92

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	128	Barge	.82
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.08
		TOTAL	.90

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 100

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Gas Oil, Fuel

TONNAGE (SHORT TONS) 18583

BEAR ORIGIN Violet, Louisiana

BEAR DESTINATION Black River, Wisconsin

RAIL: L. Miss.

U.U. Miss.

VARIABLE: 13.15

ALL RAIL MILES 1128

FULLY ALLOCATED 16.93

ST COST ALTERNATIVE:

VARIABLE RAIL: 6.36 WATER: 2.64 TOTAL: 9.00

FULLY ALLOCATED RAIL: 8.46 WATER: 3.06 TOTAL: 11.52

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1565	Barge	4.90
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.73
		TOTAL	5.63

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 101

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Gas Oil, Fuel Oil

TONNAGE (SHORT TONS) 1841

BEAR ORIGIN New Orleans, Louisiana

L. Miss.

BEAR DESTINATION Black River, Wisco

U.U. Miss.

ALL RAIL:

VARIABLE: 13.41

FULLY ALLOCATED 17.16

ALL RAIL MILES 1120

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 6.36 WATER: 2.64 TOTAL: 9.00

FULLY ALLOCATED RAIL: 8.46 WATER: 3.06 TOTAL: 11.52

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1564	Barge	4.89
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.73
		TOTAL	5.62

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet102

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Gas Oil, Fuel Oil

TONNAGE (SHORT TONS) 4763

BEAR ORIGIN Memphis, Tennessee

M. Miss.

BEAR DESTINATION Lyons, Iowa

U.U. Miss.

RAIL:

VARIABLE: 7.59

FULLY ALLOCATED 9.75

ALL RAIL MILES 591

ST COST ALTERNATIVE:

-VARIABLE RAIL: 4.93 WATER: 1.24 TOTAL: 6.17

FULLY ALLOCATED RAIL: 6.54 WATER: 1.40 TOTAL: 7.94

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	747	Barge	2.78
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.36
		TOTAL	3.14

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 103

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Gas Oil, Fuel Oil
TONNAGE (SHORT TONS) 7208

BEAR ORIGIN St. Louis, Missouri
BEAR DESTINATION Bettendorf, Iowa

ALL RAIL: L.U. Miss.
VARIABLE: 6.38
FULLY ALLOCATED 8.50

ALL RAIL MILES U.U. Miss 428

LEAST COST ALTERNATIVE:
VARIABLE RAIL: 6.38 WATER: 0 TOTAL: 6.38
FULLY ALLOCATED RAIL: 8.50 WATER: 0 TOTAL: 8.50

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	312	Barge	1.56
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.18
		TOTAL	1.74

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Gas Oil, Fuel Oil

TONNAGE (SHORT TONS) 6055

BEAR ORIGIN St. Louis, Missouri

L.U. Miss.

BEAR DESTINATION Fulton, Illinois

U.U. Miss.

L RAIL:

VARIABLE: 4.49

FULLY ALLOCATED 6.07

ALL RAIL MILES 263

AST COST ALTERNATIVE:

VARIABLE	RAIL:	4.49	WATER:	0	TOTAL:	4.49
FULLY ALLOCATED	RAIL:	6.07	WATER:	0	TOTAL:	6.07

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	344	Barge	1.69
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.20
		TOTAL	1.89

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 105

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Gas Oil, Fuel Oil

TONNAGE (SHORT TONS) 3149

BEAR ORIGIN St. Louis, Missouri

L.U. Miss.

BEAR DESTINATION Winona, Minnesota

U.U. Miss.

ALL RAIL:

VARIABLE: 6.51

FULLY ALLOCATED 8.66

ALL RAIL MILES 439

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 6.51 WATER. 0 TOTAL: 6.51

FULLY ALLOCATED RAIL: 8.66 WATER: 0 TOTAL: 8.66

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	549	Barge	2.50
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.33
		TOTAL	2.83

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Gas Oil, Fuel Oil

TONNAGE (SHORT TONS) 21975

BEAR ORIGIN St. Louis, Missouri
L.U. Miss.

BEAR DESTINATION Burlington, Iowa
U.U. Miss.

L RAIL:

VARIABLE: 3.87

FULLY ALLOCATED 5.30

ALL RAIL MILES 211

AST COST ALTERNATIVE:

VARIABLE RAIL: 3.87 WATER: 0 TOTAL: 3.87

FULLY ALLOCATED RAIL: 5.30 WATER: 0 TOTAL: 5.30

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	228	Barge	1.22
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.14
		TOTAL	1.36

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Gas Oil, Fuel Oil

TONNAGE (SHORT TONS) 84317

BEAR ORIGIN St. Louis, Missouri L.U. Miss.

BEAR DESTINATION Kingston Mines, Il Ill. R.

ALL RAIL:

VARIABLE: 2.42

ALL RAIL MILES 141

FULLY ALLOCATED 3.21

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 2.42 WATER: 0 TOTAL: 2.42

FULLY ALLOCATED RAIL: 3.21 WATER: 0 TOTAL: 3.21

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	186	Barge	1.05
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.11
		TOTAL	1.16

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Gas Oil, Fuel Oil

TONNAGE (SHORT TONS) 2419

BEAR ORIGIN St. Louis, Missouri

L.U. Miss.

BEAR DESTINATION Albany, Illinois

U.U. Miss.

RAIL:

VARIABLE: 4.67

FULLY ALLOCATED 6.33

ALL RAIL MILES 274

ST COST ALTERNATIVE:

VARIABLE RAIL: 4.67 WATER: 0 TOTAL: 4.67

FULLY ALLOCATED RAIL: 6.33 WATER: 0 TOTAL: 6.33

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	333	Barge	1.64
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.20
		TOTAL	1.84

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 109

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Gas Oil, Fuel Oil

TONNAGE (SHORT TONS) 5789

BEAR ORIGIN Hartford, Illinois
L.U. Miss.

BEAR DESTINATION North Pekin, Illin
Ill. R.

ALL RAIL:

VARIABLE: 2.17

FULLY ALLOCATED 2.90

ALL RAIL MILES 119

LEAST COST ALTERNATIVE:

VARIABLE	RAIL: 2.17	WATER: 0	TOTAL: 2.17
FULLY ALLOCATED	RAIL: 2.90	WATER: 0	TOTAL: 2.90

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	181	Barge	1.03
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.11
		TOTAL	1.14

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Gas Oil, Fuel Oil

TONNAGE (SHORT TONS) 4917

BEAR ORIGIN Hartford, Illinois
L.U. Miss.

BEAR DESTINATION Albany, Illinois
U.U. Miss.

L RAIL:

VARIABLE: 4.41

FULLY ALLOCATED 6.02

ALL RAIL MILES 252

AST COST ALTERNATIVE:

VARIABLE	RAIL:	4.41	WATER:	0	TOTAL:	4.41
FULLY ALLOCATED	RAIL:	6.02	WATER:	0	TOTAL:	6.02

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	313	Barge	1.56
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.19
		TOTAL	1.75

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 111

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Gas Oil, Fuel Oil TONNAGE (SHORT TONS) 11128

BEAR ORIGIN Hartford, Illinois BEAR DESTINATION North Pekin, Illino

L.U. Miss. Ill. R.

ALL RAIL:

VARIABLE: 2.17 ALL RAIL MILES 119

FULLY ALLOCATED 2.90

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 2.17 WATER: 0 TOTAL: 2.17

FULLY ALLOCATED RAIL: 2.90 WATER: 0 TOTAL: 2.90

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net To
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	179	Barge	1.02
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.11
		TOTAL	1.13

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Gas Oil, Fuel Oil

TONNAGE (SHORT TONS) 2386

BEAR ORIGIN Hartford, Illinois
L.U. Miss.

BEAR DESTINATION Minnesota River, Minnes
U.U. Miss.

RAIL:

VARIABLE: 7.57

ALL RAIL MILES 531

FULLY ALLOCATED 10.02

ST COST ALTERNATIVE:

VARIABLE	RAIL: 7.57	WATER: 0	TOTAL: 7.57
FULLY ALLOCATED	RAIL: 10.02	WATER: 0	TOTAL: 10.02

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	660	Barge	2.95
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.39
		TOTAL	3.34

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 113

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Gas Oil, Fuel Oil

TONNAGE (SHORT TONS) 5828

BEAR ORIGIN Hartford, Illinois

L.U. Miss.

BEAR DESTINATION Davenport, Iowa

U.U. Miss.

ALL RAIL:

VARIABLE: 3.89

FULLY ALLOCATED 5.32

ALL RAIL MILES 209

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 3.89 WATER: 0 TOTAL: 3.89

FULLY ALLOCATED RAIL: 5.32 WATER: 0 TOTAL: 5.32

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	285	Barge	1.45
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.17
		TOTAL	1.62

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 114

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Gas Oil, Fuel Oil

TONNAGE (SHORT TONS) 9362

BEAR ORIGIN Hartford, Illinois
L.U. Miss

BEAR DESTINATION Clinton, Iowa
U.U. Miss.

RAIL:

VARIABLE: 4.46

FULLY ALLOCATED 6.06

ALL RAIL MILES 255

ST COST ALTERNATIVE:

VARIABLE	RAIL:	4.46	WATER:	0	TOTAL:	4.46
FULLY ALLOCATED	RAIL:	6.06	WATER:	0	TOTAL:	6.06

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	320	Barge	1.59
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.19
		TOTAL	1.78

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Gas Oil, Fuel Oil

TONNAGE (SHORT TONS) 24278

BEAR ORIGIN Hartford, Illinois

BEAR DESTINATION Cicero, Illinois

ALL RAIL: L.U. Miss.

Ill. R.

VARIABLE: 3.67

ALL RAIL MILES 253

FULLY ALLOCATED 4.79

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 3.67 WATER: 0 TOTAL: 3.67

FULLY ALLOCATED RAIL: 4.79 WATER: 0 TOTAL: 4.79

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net To
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	335	Barge	1.65
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.20
		TOTAL	1.85

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Gas Oil, Fuel Oil

TONNAGE (SHORT TONS) 2681

BEAR ORIGIN Mount Vernon, Indiana

BEAR DESTINATION Rock Island, Illinois

L. Ohio

U.U. Miss.

RAIL:

VARIABLE: 4.31

ALL RAIL MILES 357

FULLY ALLOCATED 5.87

ST COST ALTERNATIVE:

VARIABLE	RAIL:	4.31	WATER:	0	TOTAL:	4.31
FULLY ALLOCATED	RAIL:	5.87	WATER:	0	TOTAL:	5.87

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	584	Barge	2.46
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.31
		TOTAL	2.77

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 117

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Gas Oil, Fuel Oil TONNAGE (SHORT TONS) 22464

BEAR ORIGIN Mount Vernon, Indiana BEAR DESTINATION Cicero, Illinois

L. Ohio Ill. R.

ALL RAIL:

VARIABLE: 5.31 ALL RAIL MILES 211

FULLY ALLOCATED 6.62

LEAST COST ALTERNATIVE:

VARIABLE	RAIL:	5.31	WATER:	0	TOTAL:	5.31
FULLY ALLOCATED	RAIL:	6.62	WATER:	0	TOTAL:	6.62

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net T
CHARGE TO RIVER	—		—
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	628	Barge	2.64
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.34
		TOTAL	2.98

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Gas Oil, Fuel Oil

TONNAGE (SHORT TONS) 7228

BEAR ORIGIN Beaumont, Texas

BEAR DESTINATION LaGrange, Missouri

W2-GIWW

U.U. Miss.

RAIL:

VARIABLE: 14.22

FULLY ALLOCATED 18.14

ALL RAIL MILES 1070

ST COST ALTERNATIVE:

VARIABLE RAIL: 3.13 WATER: 3.57 TOTAL: 6.70

FULLY ALLOCATED RAIL: 4.35 WATER: 4.13 TOTAL: 8.48

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1307	Barge	4.37
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.65
		TOTAL	5.02

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Gas Oil, Fuel Oil

TONNAGE (SHORT TONS) 5264

BEAR ORIGIN Beaumont, Texas

BEAR DESTINATION St. Paul, Minnesota

W2-GIWW

U.U. Miss.

ALL RAIL:

VARIABLE: 17.49

FULLY ALLOCATED 22.24

ALL RAIL MILES 1329

LEAST COST ALTERNATIVE:

VARIABLE	RAIL:	8.29	WATER:	3.57	TOTAL:	11.86
FULLY ALLOCATED	RAIL:	12.59	WATER:	4.13	TOTAL:	16.72

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net To
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1815	Barge	6.40
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.95
		TOTAL	7.35

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 120

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Gas Oil, Fuel Oil

TONNAGE (SHORT TONS) 10600

BEAR ORIGIN Beaumont, Texas

BEAR DESTINATION Cicero, Illinois

W2-GIWW

Ill. R.

RAIL:

VARIABLE: 13.64

FULLY ALLOCATED 17.47

ALL RAIL MILES 1091

ST COST ALTERNATIVE:

VARIABLE RAIL: 4.01 WATER: 3.57 TOTAL: 7.58

FULLY ALLOCATED RAIL: 5.23 WATER: 4.13 TOTAL: 9.36

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1503	Barge	5.15
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.77
		TOTAL	5.92

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Gas Oil, Fuel Oil

TONNAGE (SHORT TONS) 33838

BEAR ORIGIN Port Authur, Texas

BEAR DESTINATION Cicero, Illinois

ALL RAIL: W2-GIWW

VARIABLE: 14.32

FULLY ALLOCATED 18.32

ALL RAIL MILES Ill. R. 1149

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 4.01 WATER: 3.61 TOTAL: 7.62

FULLY ALLOCATED RAIL: 5.23 WATER: 4.17 TOTAL: 9.40

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net T
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1507	Barge	5.17
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.77
		TOTAL	5.94

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Gas Oil, Fuel Oil

TONNAGE (SHORT TONS) 6166

BEAR ORIGIN Port Authur, Texas

BEAR DESTINATION Cicero, Illinois

RAIL: W2-GIWW

Ill. R.

VARIABLE: 14.32

ALL RAIL MILES 1149

FULLY ALLOCATED 18.32

ST COST ALTERNATIVE:

VARIABLE RAIL: 4.01 WATER: 3.61 TOTAL: 7.62

FULLY ALLOCATED RAIL: 5.23 WATER: 4.17 TOTAL: 9.40

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1514	Barge	5.20
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.78
		TOTAL	5.98

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 123

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Gas Oil, Fuel Oil

TONNAGE (SHORT TONS) 3124

BEAR ORIGIN Cicero, Illinois
Ill. R.

BEAR DESTINATION St. Louis, Missouri
L.U. Miss.

ALL RAIL:

VARIABLE: 2.91

FULLY ALLOCATED 3.83

ALL RAIL MILES 185

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 2.91 WATER: 0 TOTAL: 2.91

FULLY ALLOCATED RAIL: 3.83 WATER: 0 TOTAL: 3.83

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net To
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	351	Barge	1.64
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.20
		TOTAL	1.84

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Residual Fuel Oil

TONNAGE (SHORT TONS) 1212

BEAR ORIGIN Hartford, Illinois

BEAR DESTINATION Peru, Illinois

L.U. Miss.

Ill. R.

L RAIL:

VARIABLE: 3.04

FULLY ALLOCATED 4.00

ALL RAIL MILES 1.97

AST COST ALTERNATIVE:

VARIABLE RAIL: 3.04 WATER: 0 TOTAL: 3.04

FULLY ALLOCATED RAIL: 4.00 WATER: 0 TOTAL: 4.00

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	242	Barge	1.28
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.14
		TOTAL	1.42

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Residual Fuel Oil

TONNAGE (SHORT TONS) 13964

BEAR ORIGIN Hartford, Illinois

BEAR DESTINATION Peru, Illinois

ALL RAIL: L.U. Miss.

Ill. R.

VARIABLE: 3.04

ALL RAIL MILES 197

FULLY ALLOCATED 4.00

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 3.04 WATER: 0 TOTAL: 3.04

FULLY ALLOCATED RAIL: 4.00 WATER: 0 TOTAL: 4.00

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net To
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	242	Barge	1.28
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.14
		TOTAL	1.42

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Residual Fuel Oil

TONNAGE (SHORT TONS) 33055

BEAR ORIGIN Mount Vernon, Indiana
L. Ohio

BEAR DESTINATION Cicero, Illinois
Ill. R.

L RAIL:
VARIABLE: 5.08
FULLY ALLOCATED 6.64

ALL RAIL MILES 357

AST COST ALTERNATIVE:
VARIABLE RAIL: 5.08 WATER: 0 TOTAL: 5.08
FULLY ALLOCATED RAIL: 6.64 WATER: 0 TOTAL: 6.64

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	635	Barge	2.66
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.35
		TOTAL	3.01

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 127

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Residual Fuel Oil

TONNAGE (SHORT TONS) 154521

BEAR ORIGIN Violet, Louisiana

L. Miss.

BEAR DESTINATION Cicero, Illinois

Ill. R.

ALL RAIL:

VARIABLE: 11.92

FULLY ALLOCATED 15.48

ALL RAIL MILES 938

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 4.01 WATER: 2.64 TOTAL: 6.65

FULLY ALLOCATED RAIL: 5.23 WATER: 3.06 TOTAL: 8.29

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net T
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1396	Barge	4.22
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.63
		TOTAL	4.85

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 128

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Residual Fuel Oil

TONNAGE (SHORT TONS) 10746

BEAR ORIGIN New Orleans, Louisiana

L. Miss.

BEAR DESTINATION Cicero, Illinois

Ill. R.

LL RAIL:

VARIABLE: 11.22

FULLY ALLOCATED 14.37

ALL RAIL MILES 930

EAST COST ALTERNATIVE:

VARIABLE RAIL: 4.01 WATER: 2.62 TOTAL: 6.63

FULLY ALLOCATED RAIL: 5.23 WATER: 3.03 TOTAL: 8.26

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1387	Barge	4.21
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.62
		TOTAL	4.83

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Residual Fuel Oil

TONNAGE (SHORT TONS) 58673

BEAR ORIGIN Norco, Louisiana
L. Miss.

BEAR DESTINATION Cicero, Illinois
Ill. R.

ALL RAIL:

VARIABLE: 11.08

FULLY ALLOCATED 14.20

ALL RAIL MILES 918

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 4.01 WATER: 2.56 TOTAL: 6.57

FULLY ALLOCATED RAIL: 5.23 WATER: 2.96 TOTAL: 7.92

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net T
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1366	Barge	4.17
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.69
		TOTAL	4.86

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Residual Fuel Oil

TONNAGE (SHORT TONS) 37,107

BEAR ORIGIN Baton Rouge, Louisiana
L. Miss.

BEAR DESTINATION Cicero, Illionis
Ill. R.

LL RAIL:

VARIABLE: 10.92

FULLY ALLOCATED 13.98

ALL RAIL MILES 903

EAST COST ALTERNATIVE:

VARIABLE RAIL: 4.01 WATER: 2.33 TOTAL: 6.34

FULLY ALLOCATED RAIL: 5.23 WATER: 2.69 TOTAL: 7.92

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1261	Barge	3.94
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.57
		TOTAL	4.51

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Residual Fuel Oil

TONNAGE (SHORT TONS) 12044

BEAR ORIGIN Baton Rouge, Louisiana L. Miss.

BEAR DESTINATION ~~Havana, Illinois~~ Ill. R.

ALL RAIL:

VARIABLE: 9.96

FULLY ALLOCATED 12.76

ALL RAIL MILES 817

LEAST COST ALTERNATIVE:

VARIABLE	RAIL:	2.55	WATER:	2.33	TOTAL:	4.88
FULLY ALLOCATED	RAIL:	3.38	WATER:	2.69	TOTAL:	6.07

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net To
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1059	Barge	3.13
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.46
		TOTAL	3.59

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Residual Fuel Oil

TONNAGE (SHORT TONS) 1422

BEAR ORIGIN Memphis, Tennessee
M. Miss.

BEAR DESTINATION Peru, Illinois
Ill. R.

LL RAIL:

VARIABLE: 6.21

FULLY ALLOCATED 8.02

ALL RAIL MILES 481

EAST COST ALTERNATIVE:

VARIABLE RAIL: 3.29 WATER: 1.22 TOTAL: 4.51

FULLY ALLOCATED RAIL: 4.31 WATER: 1.38 TOTAL: 5.69

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	662	Barge	2.45
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.31
		TOTAL	2.76

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Residual Fuel Oil

TONNAGE (SHORT TONS) 7756

BEAR ORIGIN Hartford, Illinois
L.U. Miss.

BEAR DESTINATION Cicero, Illinois
Ill. R.

ALL RAIL:

VARIABLE: 3.67

FULLY ALLOCATED 4.79

ALL RAIL MILES 253

LEAST COST ALTERNATIVE:

VARIABLE	RAIL:	3.67	WATER:	0	TOTAL:	3.67
FULLY ALLOCATED	RAIL:	4.79	WATER:	0	TOTAL:	4.79

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net T
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	335	Barge	1.65
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.20
		TOTAL	1.85

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Residual Fuel Oil

TONNAGE (SHORT TONS) 5891

BEAR ORIGIN Hartford, Illinois
L.U. Miss.

BEAR DESTINATION St. Paul, Minnesota
U.U. Miss.

L RAIL:

VARIABLE: 7.57

FULLY ALLOCATED 10.04

ALL RAIL MILES 531

EAST COST ALTERNATIVE:

VARIABLE RAIL: 7.57 WATER: 0 TOTAL: 7.57

FULLY ALLOCATED RAIL: 10.04 WATER: 0 TOTAL: 10.04

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	646	Barge	2.89
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.39
		TOTAL	3.28

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Residual Fuel Oil

TONNAGE (SHORT TONS) 55356

BEAR ORIGIN Mount Vernon, Indiana
L. Ohio

BEAR DESTINATION Cicero, Illinois
Ill. R.

ALL RAIL:

VARIABLE: 5.08

FULLY ALLOCATED 6.64

ALL RAIL MILES 357

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 5.08 WATER: 0 TOTAL: 5.08

FULLY ALLOCATED RAIL: 6.64 WATER: 0 TOTAL: 6.64

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net T
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	634	Barge	2.66
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.35
		TOTAL	3.01

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Residual Fuel Oil

TONNAGE (SHORT TONS) 1376

BEAR ORIGIN Beaumont, Texas
W2GIWW

BEAR DESTINATION St. Paul, Minnesota
U. U. Miss.

L RAIL:

VARIABLE: 17.49

FULLY ALLOCATED 22.24

ALL RAIL MILES 1329

AST COST ALTERNATIVE:

VARIABLE RAIL: 8.29 WATER: 3.57 TOTAL: 11.86

FULLY ALLOCATED RAIL: 12.59 WATER: 4.13 TOTAL: 16.72

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1815	Barge	6.40
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.96
		TOTAL	7.36

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Residual Fuel Oil

TONNAGE (SHORT TONS) 1410

BEAR ORIGIN Texas City, Texas
W2GIWW

BEAR DESTINATION Cicero, Illinois
Ill. R.

ALL RAIL:

VARIABLE: 15.18

FULLY ALLOCATED 19.60

ALL RAIL MILES 1211

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 4.01 WATER: 3.91 TOTAL: 7.92

FULLY ALLOCATED RAIL: 5.23 WATER: 4.53 TOTAL: 9.76

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net T
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1583	Barge	5.52
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.83
		TOTAL	6.35

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Residual Fuel Oil

TONNAGE (SHORT TONS) 8254

BEAR ORIGIN Texas City, Texas
W2GIWW

BEAR DESTINATION Cicero, Illinois
Ill. R.

L RAIL:

VARIABLE: 15.18

FULLY ALLOCATED 19.60

ALL RAIL MILES 1211

AST COST ALTERNATIVE:

VARIABLE RAIL: 4.01 WATER: 3.91 TOTAL: 7.92

FULLY ALLOCATED RAIL: 5.23 WATER: 4.53 TOTAL: 9.76

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1571	Barge	5.47
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.82
		TOTAL	6.29

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Residual Fuel Oil

TONNAGE (SHORT TONS) 156507

BEAR ORIGIN Dolton, Illinois
Ill, R.

BEAR DESTINATION Hartford, Illinois
L. U. Miss.

ALL RAIL:

VARIABLE: 3.69

FULLY ALLOCATED 4.82

ALL RAIL MILES 255

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 3.69 WATER: 0 TOTAL: 3.69

FULLY ALLOCATED RAIL: 4.82 WATER: 0 TOTAL: 4.82

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net T
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	338	Barge	1.62
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.20
		TOTAL	1.82

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 140

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Residual Fuel Oil

TONNAGE (SHORT TONS) 48228

BEAR ORIGIN Corpus Christi, Texas
W3GIWW

BEAR DESTINATION Havana, Illinois
Ill. R.

L RAIL:
VARIABLE: 18.84
FULLY ALLOCATED 22.11

ALL RAIL MILES 1478

ST COST ALTERNATIVE:
VARIABLE RAIL: 2.55 WATER: 4.90 TOTAL: 7.45
FULLY ALLOCATED RAIL: 3.38 WATER: 5.69 TOTAL: 9.07

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1596	Barge	5.69
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.89
		TOTAL	6.58

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Lubricating Oils, Grease TONNAGE (SHORT TONS) 74138

BEAR ORIGIN Lake Charles, Louisiana W1G BEAR DESTINATION Cicero, Illinois Ill. R.

ALL RAIL:

VARIABLE: 12.63 ALL RAIL MILES 984

FULLY ALLOCATED 16.18

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 4.01 WATER: 3.45 TOTAL: 7.46

FULLY ALLOCATED RAIL: 5.23 WATER: 3.99 TOTAL: 9.22

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net T
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1481	Barge	5.05
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.75
		TOTAL	5.80

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Lubricating Oils, Grease TONNAGE (SHORT TONS) 44889

BEAR ORIGIN Houston, Texas BEAR DESTINATION Indiana Harbor, Indiana
W2GIWW Ill. R.

RAIL:

VARIABLE: 15.00 ALL RAIL MILES 1194

FULLY ALLOCATED 19.16

T COST ALTERNATIVE:

VARIABLE	RAIL:	4.35	WATER:	4.12	TOTAL:	8.47
FULLY ALLOCATED	RAIL:	5.50	WATER:	4.77	TOTAL:	10.27

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1640	Barge	5.67
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.98
		TOTAL	6.65

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Lubricating Oils, Grease

TONNAGE (SHORT TONS) 19414

BEAR ORIGIN Port Arthur, Texas
W2GIWW

BEAR DESTINATION Cicero,- Illinois
Ill. R.

ALL RAIL:

VARIABLE: 14.32

FULLY ALLOCATED 18.32

ALL RAIL MILES 1149

LEAST COST ALTERNATIVE:

VARIABLE	RAIL:	4.01	WATER:	3.61	TOTAL:	7.62
FULLY ALLOCATED	RAIL:	5.23	WATER:	4.17	TOTAL:	9.40

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net To
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1515	Barge	5.20
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.78
		TOTAL	5.98

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Lubricating Oils, Grease TONNAGE (SHORT TONS) 16103

BEAR ORIGIN Beaumont, Texas BEAR DESTINATION St. Paul, Minnesota
W2GIWW U. U. Miss.

RAIL:

VARIABLE: 17.49

FULLY ALLOCATED 22.24

ALL RAIL MILES 1329

T COST ALTERNATIVE:

VARIABLE RAIL: 8.27 WATER: 3.57 TOTAL: 11.84

FULLY ALLOCATED RAIL: 12.57 WATER: 4.13 TOTAL: 16.70

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1815	Barge	6.40
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.95
		TOTAL	7.35

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Lubricating Oils, Grease

TONNAGE (SHORT TONS) 2040

BEAR ORIGIN Indiana Harbor, Indiana
Ill. R.

BEAR DESTINATION Galena Park, Texas
W2GIWW

ALL RAIL:

VARIABLE: 15.00

FULLY ALLOCATED 19.16

ALL RAIL MILES 1194

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 4.35 WATER: 3.04 TOTAL: 7.39

FULLY ALLOCATED RAIL: 5.50 WATER: 3.52 TOTAL: 9.02

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net T
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1641	Barge	4.62
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.69
		TOTAL	5.31

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 146

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Lubricating Oils, Grease TONNAGE (SHORT TONS) 7212

BEAR ORIGIN Indiana Harbor, Indiana BEAR DESTINATION Hartford, Illinois
Ill. R. L. U. Miss.

RAIL:
VARIABLE: 3.92 ALL RAIL MILES 264
FULLY ALLOCATED 5.08

AST COST ALTERNATIVE:
VARIABLE RAIL: 3.92 WATER: 0 TOTAL: 3.92
FULLY ALLOCATED RAIL: 5.08 WATER: 0 TOTAL: 5.08

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	352	Barge	1.68
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.21
		TOTAL	1.89

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 147

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Aliphatic Naptha TONNAGE (SHORT TONS) 5847

BEAR ORIGIN Hartford, Illinois
L. U. Miss.

BEAR DESTINATION Indiana Harbor, Ind
Ill. R.

ALL RAIL:

VARIABLE: 3.92

ALL RAIL MILES 264

FULLY ALLOCATED 5.08

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 3.92 WATER: 0 TOTAL: 3.92

FULLY ALLOCATED RAIL: 5.08 WATER: 0 TOTAL: 5.08

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net T
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	352	Barge	1.72
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.21
		TOTAL	1.93

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 148

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Aliphatic Naptha

TONNAGE (SHORT TONS) 7847

BEAR ORIGIN Houston, Texas
W2GIWW

BEAR DESTINATION Cicero, Illinois
Ill. R.

RAIL:

VARIABLE: 14.66

FULLY ALLOCATED 18.76

ALL RAIL MILES 1175

ST COST ALTERNATIVE:

VARIABLE RAIL: 4.01 WATER: 4.12 TOTAL: 8.13

FULLY ALLOCATED RAIL: 5.23 WATER: 4.77 TOTAL: 10.00

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1626	Barge	5.71
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.87
		TOTAL	6.58

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Aliphatic Naptha

TONNAGE (SHORT TONS) 1074

BEAR ORIGIN Kenova, West Virginia
M. Ohio

BEAR DESTINATION Cicero, Illinois
Ill. R.

ALL RAIL:

VARIABLE: 7.64

FULLY ALLOCATED 9.72

ALL RAIL MILES 429

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 4.01 WATER: 1.54 TOTAL: 5.55

FULLY ALLOCATED RAIL: 5.23 WATER: 1.74 TOTAL: 6.97

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net To
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	835	Barge	3.73
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.54
		TOTAL	4.27

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Aliphatic Naptha

TONNAGE (SHORT TONS) 18136

BEAR ORIGIN Beaumont, Texas
W2GIWW

BEAR DESTINATION Cicero, Illinois
Ill. R.

RAIL:

VARIABLE: 13.64

FULLY ALLOCATED 17.47

ALL RAIL MILES 1091

ST COST ALTERNATIVE:

VARIABLE RAIL: 4.01 WATER: 3.57 TOTAL: 7.58

FULLY ALLOCATED RAIL: 5.23 WATER: 4.13 TOTAL: 9.40

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1503	Barge	5.15
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.77
		TOTAL	5.92

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Petroleum Asphalt TONNAGE (SHORT TONS) 74424

BEAR ORIGIN Hartford, Illinois
L. U. Miss.

BEAR DESTINATION Cicero, Illinois
Ill. R.

ALL RAIL:
VARIABLE: 3.58
FULLY ALLOCATED 4.68

ALL RAIL MILES 245

LEAST COST ALTERNATIVE:
VARIABLE RAIL: 3.58 WATER: 0 TOTAL: 3.58
FULLY ALLOCATED RAIL: 4.68 WATER: 0 TOTAL: 4.68

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	333	Barge	1.64
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.20
		TOTAL	1.84

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Petroleum Asphalt

TONNAGE (SHORT TONS) 11862

BEAR ORIGIN Hartford, Illinois
L. U. Miss.

BEAR DESTINATION Cicero, Illinois
Ill. R.

L RAIL:

VARIABLE: 3.58

FULLY ALLOCATED 4.68

ALL RAIL MILES 245

AST COST ALTERNATIVE:

VARIABLE RAIL: 3.58 WATER: 0 TOTAL: 3.58

FULLY ALLOCATED RAIL: 4.68 WATER: 0 TOTAL: 4.68

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	333	Barge	1.64
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.20
		TOTAL	1.84

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Petroleum Asphalt

TONNAGE (SHORT TONS) 8111

BEAR ORIGIN St. Paul, Minnesota
U. U. Miss.

BEAR DESTINATION Baton Rouge, Louisi
L. Miss.

ALL RAIL:

VARIABLE: 16.03

ALL RAIL MILES 1269

FULLY ALLOCATED 20.46

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 8.27 WATER: 1.25 TOTAL: 9.52

FULLY ALLOCATED RAIL: 12.57 WATER: 1.42 TOTAL: 13.99

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net T
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1567	Barge	2.88
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.45
		TOTAL	3.33

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Petroleum Asphalt
TONNAGE (SHORT TONS) 18275

BEAR ORIGIN Smiths Bluff, Texas
W2GIWW
BEAR DESTINATION Cicero, Illinois
Ill. R.

RAIL:
VARIABLE: 13.64
ALL RAIL MILES 1091

FULLY ALLOCATED 17.47

ST COST ALTERNATIVE:

VARIABLE RAIL: 4.01 WATER: 3.57 TOTAL: 7.58

FULLY ALLOCATED RAIL: 5.23 WATER: 4.13 TOTAL: 9.40

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1501	Barge	5.14
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.77
		TOTAL	5.91

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 155

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Other Petroleum Products TONNAGE (SHORT TONS) 12451

BEAR ORIGIN Baton Rouge, Louisiana BEAR DESTINATION Cicero, Illinois
L. Miss. Ill. R.

ALL RAIL:
VARIABLE: 10.92
FULLY ALLOCATED 13.98
ALL RAIL MILES 903

LEAST COST ALTERNATIVE:
VARIABLE RAIL: 4.01 WATER: 2.33 TOTAL: 6.34
FULLY ALLOCATED RAIL: 5.23 WATER: 2.69 TOTAL: 7.92

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1252	Barge	3.91
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.57
		TOTAL	4.48

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Other Petroleum Products

TONNAGE (SHORT TONS) 1528

BEAR ORIGIN Texas City, Texas
W2GIWW

BEAR DESTINATION Cicero, Illinois
Ill. R.

L RAIL:

VARIABLE: 15.20

FULLY ALLOCATED 19.62

ALL RAIL MILES 1211

AST COST ALTERNATIVE:

VARIABLE	RAIL:	4.01	WATER:	3.91	TOTAL:	7.92
FULLY ALLOCATED	RAIL:	5.23	WATER:	4.53	TOTAL:	9.76

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1580	Barge	5.50
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.83
		TOTAL	6.33

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Sand - Gravel - Rock TONNAGE (SHORT TONS) 1452

BEAR ORIGIN St. Louis, Missouri BEAR DESTINATION Cicero, Illinois
L. U. Miss. Ill. R.

ALL RAIL:

VARIABLE: 3.22 ALL RAIL MILES 288

FULLY ALLOCATED 4.43

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 3.22 WATER: 0 TOTAL: 3.22

FULLY ALLOCATED RAIL: 4.43 WATER: 0 TOTAL: 4.43

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net T
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	331	Barge	1.65
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.20
		TOTAL	1.85

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Sand - Gravel - Rock

TONNAGE (SHORT TONS) 10500

BEAR ORIGIN Bellefontaine, Missouri
Missouri R.

BEAR DESTINATION Alton, Illinois
L. U. Miss.

RAIL:

VARIABLE: 1.95

FULLY ALLOCATED 2.77

ALL RAIL MILES 23

ST COST ALTERNATIVE:

VARIABLE RAIL: 1.95 WATER: 0 TOTAL: 1.95

FULLY ALLOCATED RAIL: 2.77 WATER: 0 TOTAL: 2.77

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	17	Barge	.38
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.02
		TOTAL	.40

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Building Cement

TONNAGE (SHORT TONS) 36277

BEAR ORIGIN St. Louis, Missouri
L. U. Miss.

BEAR DESTINATION Pekin, Illinois
Ill. R.

ALL RAIL:

VARIABLE: 2. 18

FULLY ALLOCATED 2.97

ALL RAIL MILES 141

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 2.18 WATER: 0 TOTAL: 2.18

FULLY ALLOCATED RAIL: 2.97 WATER: 0 TOTAL: 2.97

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net T
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	186	Barge	1.10
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.11
		TOTAL	1.21

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Building Cement

TONNAGE (SHORT TONS) 66709

BEAR ORIGIN Vermillion River, Illinois
Ill. R.

BEAR DESTINATION St. Louis, Missouri
L. U. Miss.

L RAIL:

VARIABLE: 2.70

FULLY ALLOCATED 3.70

ALL RAIL MILES 215

AST COST ALTERNATIVE:

VARIABLE RAIL: 2.70 WATER: 0 TOTAL: 2.70

FULLY ALLOCATED RAIL: 3.70 WATER: 0 TOTAL: 3.70

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	271	Barge	1.31
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.16
		TOTAL	1.47

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Building Cement
TONNAGE (SHORT TONS) 141933

BEAR ORIGIN Clarksville, Missouri
U. U. Miss.
BEAR DESTINATION Nashville, Tennes
Cumb. R.

ALL RAIL:
VARIABLE: 5.59
FULLY ALLOCATED 7.75
ALL RAIL MILES 507

LEAST COST ALTERNATIVE:
VARIABLE RAIL: 2.40 WATER: 2.01 TOTAL: 4.41
FULLY ALLOCATED RAIL: 3.45 WATER: 2.20 TOTAL: 5.65

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	527	Barge	2.02
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.23
		TOTAL	2.25

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Building Cement

TONNAGE (SHORT TONS) 85449

BEAR ORIGIN Clarksville, Missouri
U. U. Miss.

BEAR DESTINATION Galveston, Texas
W2GIWW

RAIL:

VARIABLE: 9.89

FULLY ALLOCATED 13.74

ALL RAIL MILES 1130

ST COST ALTERNATIVE:

VARIABLE RAIL: 2.40 WATER: 3.37 TOTAL: 5.77

FULLY ALLOCATED RAIL: 3.45 WATER: 3.88 TOTAL: 7.53

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1356	Barge	3.37
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.51
		TOTAL	3.88

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Building Cement

TONNAGE (SHORT TONS) 112,914

BEAR ORIGIN Clarksville, Missouri
U. U. Miss.

BEAR DESTINATION Michoud Canal, Loui
EIGIWW

ALL RAIL:

VARIABLE: 7.62

FULLY ALLOCATED 10.73

ALL RAIL MILES 831

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 2.40 WATER: 1.90 TOTAL: 4.30

FULLY ALLOCATED RAIL: 3.45 WATER: 2.12 TOTAL: 5.57

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1143	Barge	1.91
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.25
		TOTAL	2.16

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Building Cement

TONNAGE (SHORT TONS) 130100

BEAR ORIGIN Hannibal, Mo.
U. U, Miss.

BEAR DESTINATION St. Louis, Mo.
L. U. Miss.

L RAIL:

VARIABLE: 2.56

FULLY ALLOCATED 3.68

ALL RAIL MILES 117

AST COST ALTERNATIVE:

VARIABLE RAIL: 2.56 WATER: 0 TOTAL: 2.56

FULLY ALLOCATED RAIL: 3.68 WATER: 0 TOTAL: 3.68

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	125	Barge	.58
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.05
		TOTAL	.63

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Dry Sulphur

TONNAGE (SHORT TONS) 19710

BEAR ORIGIN LaFourche, Louisiana
WIGIWW

BEAR DESTINATION Marseilles, Illinoi
Ill. R.

ALL RAIL:

VARIABLE: 12.30

FULLY ALLOCATED 15.91

ALL RAIL MILES 948

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 3.55 WATER: 2.95 TOTAL: 6.50

FULLY ALLOCATED RAIL: 4.65 WATER: 3.39 TOTAL: 8.04

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net T
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1361	Barge	4.22
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			1.08
		TOTAL	5.30

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Dry Sulphur

TONNAGE (SHORT TONS) 12035

BEAR ORIGIN Joliet, Illinois
Ill. R.

BEAR DESTINATION St. Louis, Missouri
L. U. Miss.

L RAIL:

VARIABLE: 3.64

FULLY ALLOCATED 4.75

ALL RAIL MILES 245

ST COST ALTERNATIVE:

VARIABLE	RAIL: 3.64	WATER: 0	TOTAL: 3.64
FULLY ALLOCATED	RAIL: 4.75	WATER: 0	TOTAL: 4.75

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	331	Barge	1.63
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.20
		TOTAL	1.83

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 167

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Iron and Steel Scrap

TONNAGE (SHORT TONS) 717

BEAR ORIGIN Paducah, Kentucky
L. Ohio

BEAR DESTINATION Alton, Illinois
L. U. Miss.

ALL RAIL:

VARIABLE: 2.70

FULLY ALLOCATED 3.86

ALL RAIL MILES 273

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 2.70 WATER: 0 TOTAL: 2.70

FULLY ALLOCATED RAIL: 3.86 WATER: 0 TOTAL: 3.86

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net T
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	252	Barge	1.12
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.10
		TOTAL	1.22

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Iron and Steel Scrap TONNAGE (SHORT TONS) 6871

BEAR ORIGIN Davenport, Iowa U. U. Miss. BEAR DESTINATION St. Louis, Missouri L. U. Miss.

RAIL:

VARIABLE: 2.85

FULLY ALLOCATED 4.31

ALL RAIL MILES 231

ST COST ALTERNATIVE:

VARIABLE RAIL: 2.85 WATER: 0 TOTAL: 2.85

FULLY ALLOCATED RAIL: 4.31 WATER: 0 TOTAL: 4.31

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	298	Barge	1.16
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.12
		TOTAL	1.28

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Iron and Steel Scrap TONNAGE (SHORT TONS) 8777

BEAR ORIGIN Chicago, Illinois BEAR DESTINATION Guntersville, Alab
Ill. R. Tennessee R.

ALL RAIL:

VARIABLE: 5.51 ALL RAIL MILES 740

FULLY ALLOCATED 8.00

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 2.77 WATER: 2.52 TOTAL: 5.29

FULLY ALLOCATED RAIL: 3.95 WATER: 2.78 TOTAL: 6.73

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net T
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	950	Barge	3.81
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.49
		TOTAL	4.30

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Castings and Forgings TONNAGE (SHORT TONS) 536

BEAR ORIGIN South Chicago, Illinois BEAR DESTINATION Granite City, Illinois
Ill. R. L. U. Miss.

RAIL:
VARIABLE: 2.73
FULLY ALLOCATED 3.90
ALL RAIL MILES 278

ST COST ALTERNATIVE:
VARIABLE RAIL: 2.73 WATER: 0 TOTAL: 2.73
FULLY ALLOCATED RAIL: 3.90 WATER: 0 TOTAL: 3.90

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	373	Barge	1.73
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.35
		TOTAL	2.08

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Castings and Forgings TONNAGE (SHORT TONS) 3559

BEAR ORIGIN Gary, Indiana BEAR DESTINATION Houston, Texas
Ill. R. W2GIWW

ALL RAIL:
VARIABLE: 7.75 ALL RAIL MILES 1112
FULLY ALLOCATED 11.31

LEAST COST ALTERNATIVE:
VARIABLE RAIL: 2.77 WATER: 3.28 TOTAL: 6.05
FULLY ALLOCATED RAIL: 3.95 WATER: 3.75 TOTAL: 7.70

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1639	Barge	4.61
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.68
		TOTAL	5.29

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Steel Mill Products

TONNAGE (SHORT TONS) 3181

BEAR ORIGIN Gary, Indiana

Ill. R.

BEAR DESTINATION Houston, Texas

W2GIWW

RAIL:

VARIABLE: 7.75

FULLY ALLOCATED 11.31

ALL RAIL MILES 1112

ST COST ALTERNATIVE:

VARIABLE RAIL: 2.77 WATER: 3.28 TOTAL: 6.05

FULLY ALLOCATED RAIL: 3.95 WATER: 3.75 TOTAL: 7.70

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1639	Barge	4.61
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.68
		TOTAL	5.29

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Steel Mill Products

TONNAGE (SHORT TONS) 4458

BEAR ORIGIN South Chicago, Illinois
Ill. R.

BEAR DESTINATION St. Louis, Missour
L. U. Miss.

ALL RAIL:

VARIABLE: 2.77

FULLY ALLOCATED 3.95

ALL RAIL MILES 284

LEAST COST ALTERNATIVE:

VARIABLE	RAIL:	2.77	WATER:	0	TOTAL:	2.77
FULLY ALLOCATED	RAIL:	3.95	WATER:	0	TOTAL:	3.95

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net T
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	370	Barge	1.72
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.16
		TOTAL	1.88

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Steel Mill Products

TONNAGE (SHORT TONS) 1807

NEAR ORIGIN Gary, Indiana
Ill. R.

NEAR DESTINATION New Orleans, Louisiana
L. Miss.

RAIL:

VARIABLE: 6.66

FULLY ALLOCATED 9.69

ALL RAIL MILES 930

ST COST ALTERNATIVE:

VARIABLE RAIL: 2.77 WATER: 1.63 TOTAL: 4.40

FULLY ALLOCATED RAIL: 3.95 WATER: 1.84 TOTAL: 5.79

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1406	Barge	2.97
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.42
		TOTAL	3.39

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 175

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Iron and Steel Products TONNAGE (SHORT TONS) 27701

BEAR ORIGIN South Chicago, Illinois BEAR DESTINATION Houston, Texas

Ill. R. W2GIWW

ALL RAIL:

VARIABLE: 7.75 ALL RAIL MILES 1112

FULLY ALLOCATED 11.31

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 2.77 WATER: 3.28 TOTAL: 6.05

FULLY ALLOCATED RAIL: 3.95 WATER: 3.75 TOTAL: 7.70

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1639	Barge	4.61
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.68
		TOTAL	5.29

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 176

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Iron Ore Concentrates

TONNAGE (SHORT TONS) 12229

BEAR ORIGIN Burnside, Louisiana
L. Miss.

BEAR DESTINATION Indiana Harbor, Indiana
Ill. R.

RAIL:

VARIABLE: 6.68

FULLY ALLOCATED 9.72

ALL RAIL MILES 933

ST COST ALTERNATIVE:

VARIABLE RAIL: 2.77 WATER: 2.71 TOTAL: 5.48

FULLY ALLOCATED RAIL: 3.95 WATER: 3.10 TOTAL: 7.05

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1335	Barge	4.13
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.60
		TOTAL	4.73

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Iron Ore Concentrates TONNAGE (SHORT TONS) 5717

BEAR ORIGIN Burnside, Louisiana
L. Miss.

BEAR DESTINATION Calumet Harbor, Illi
Ill. R.

ALL RAIL:
VARIABLE: 6.68
FULLY ALLOCATED 9.72

ALL RAIL MILES 933

LEAST COST ALTERNATIVE:
VARIABLE RAIL: 2.77 WATER: 2.71 TOTAL: 5.48
FULLY ALLOCATED RAIL: 3.95 WATER: 3.10 TOTAL: 7.05

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net To
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1332	Barge	4.11
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.61
		TOTAL	4.72

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Manganese

TONNAGE (SHORT TONS) 1257

BEAR ORIGIN Burnside, Louisiana
L. Miss.

BEAR DESTINATION South Chicago, Illinois
Ill. R.

RAIL:

VARIABLE: 6.68

FULLY ALLOCATED 9.72

ALL RAIL MILES 933

ST COST ALTERNATIVE:

VARIABLE	RAIL:	2.77	WATER:	2.71	TOTAL:	5.48
FULLY ALLOCATED	RAIL:	3.95	WATER:	3.10	TOTAL:	7.05

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1335	Barge	4.13
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.60
		TOTAL	4.73

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Manganese

TONNAGE (SHORT TONS) 1243

BEAR ORIGIN Pittsburgh, Pa.
Mong. R.

BEAR DESTINATION Gary, Indiana
Ill. R.

ALL RAIL:

VARIABLE: 5.89

FULLY ALLOCATED 8.57

ALL RAIL MILES 442

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 2.77 WATER: 3.27 TOTAL: 6.04

FULLY ALLOCATED RAIL: 3.95 WATER: 3.74 TOTAL: 7.69

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net To
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1542	Barge	4.68
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.70
		TOTAL	5.38

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 180

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Pig Iron

TONNAGE (SHORT TONS) 1586

BEAR ORIGIN Sheffield, Alabama
Tenn. R.

BEAR DESTINATION Calumet Harbor, Illinoi
Ill R.

RAIL:

VARIABLE: 4.54

FULLY ALLOCATED 6.56

ALL RAIL MILES 578

ST COST ALTERNATIVE:

VARIABLE RAIL: 2.77 WATER: 1.86 TOTAL: 4.63

FULLY ALLOCATED RAIL: 3.95 WATER: 2.05 TOTAL: 6.00

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	849	Barge	3.15
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.42
		TOTAL	3.57

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Pig Iron TONNAGE (SHORT TONS) 9192

BEAR ORIGIN Sheffield, Alabama BEAR DESTINATION Calumet Harbor, Illi
Tenn. R. Ill. R.

ALL RAIL:

VARIABLE: 4.54 ALL RAIL MILES 578

FULLY ALLOCATED 6.56

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 2.77 WATER: 1.86 TOTAL: 4.63

FULLY ALLOCATED RAIL: 3.95 WATER: 2.05 TOTAL: 6.00

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net To
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	849	Barge	3.15
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.42
		TOTAL	3.57

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Industrial Chemicals

TONNAGE (SHORT TONS) 99467

BEAR ORIGIN Lake Charles, Louisiana WIGIWW

BEAR DESTINATION Joliet, Illinois Ill. R.

RAIL:

VARIABLE: 12.21

FULLY ALLOCATED 15.64

ALL RAIL MILES 946

ST COST ALTERNATIVE:

VARIABLE	RAIL: 3.58	WATER: 3.50	TOTAL: 7.08
FULLY ALLOCATED	RAIL: 4.68	WATER: 4.04	TOTAL: 8.72

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1448	Barge	4.91
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.74
		TOTAL	5.65

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 183

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Industrial Chemicals

TONNAGE (SHORT TONS) 2431

BEAR ORIGIN Lake Charles, Louisiana
WIGIWW

BEAR DESTINATION Joliet, Illinois
Ill. R.

ALL RAIL:

VARIABLE: 12.21

FULLY ALLOCATED 15.64

ALL RAIL MILES 946

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 3.58 WATER: 3.50 TOTAL: 7.08

FULLY ALLOCATED RAIL: 4.68 WATER: 4.68 TOTAL: 8.72

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1448	Barge	4.91
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.74
		TOTAL	5.65

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Industrial Chemicals

TONNAGE (SHORT TONS) 52320

BEAR ORIGIN Deer Park, Texas W2GIWW

BEAR DESTINATION Cicero, Illinois Ill. R.

RAIL:

VARIABLE: 14.03

FULLY ALLOCATED 18.74

ALL RAIL MILES 1161

ST COST ALTERNATIVE:

VARIABLE RAIL: 4.01 WATER: 4.14 TOTAL: 8.15

FULLY ALLOCATED RAIL: 5.23 WATER: 4.79 TOTAL: 10.02

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1612	Barge	5.66
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.85
		TOTAL	6.51

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Industrial Chemicals

TONNAGE (SHORT TONS) 13732

BEAR ORIGIN Norco, Louisiana
L. Miss.

BEAR DESTINATION Cicero, Illinois
Ill. R.

ALL RAIL:

VARIABLE: 11.35

FULLY ALLOCATED 14.52

ALL RAIL MILES 940

LEAST COST ALTERNATIVE:

VARIABLE	RAIL:	4.01	WATER:	2.61	TOTAL:	6.62
FULLY ALLOCATED	RAIL:	5.23	WATER:	3.01	TOTAL:	8.24

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net T
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1357	Barge	4.13
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.61
		TOTAL	4.74

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Industrial Chemicals

TONNAGE (SHORT TONS) 30000

BEAR ORIGIN Marmet, West Virginia
Kan. R.

BEAR DESTINATION Seneca, Illinois
Ill. R.

RAIL:

VARIABLE: 9.87

FULLY ALLOCATED 12.24

ALL RAIL MILES 578

ST COST ALTERNATIVE:

VARIABLE RAIL: 4.58 WATER: 2.23 TOTAL: 6.81

FULLY ALLOCATED RAIL: 5.95 WATER: 2.54 TOTAL: 8.49

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1256	Barge	3.91
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.56
		TOTAL	4.47

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Industrial Chemicals TONNAGE (SHORT TONS) 5400

BEAR ORIGIN Memphis, Tennessee
M. Miss.

BEAR DESTINATION Lake Calumet, Illino
Ill. R.

ALL RAIL:

VARIABLE: 6.82

ALL RAIL MILES 536

FULLY ALLOCATED 8.79

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 4.01 WATER: 1.28 TOTAL: 5.29

FULLY ALLOCATED RAIL: 5.23 WATER: 1.44 TOTAL: 6.67

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	765	Barge	2.86
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.38
		TOTAL	3.24

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Industrial Chemicals

TONNAGE (SHORT TONS) 49692

BEAR ORIGIN Barfield, Arkansas
M. Miss.

BEAR DESTINATION Louisiana, Missouri
U. U. Miss.

RAIL:

VARIABLE: 5.27

FULLY ALLOCATED 6.87

ALL RAIL MILES 333

ST COST ALTERNATIVE:

VARIABLE RAIL: 2.55 WATER: 1.10 TOTAL: 3.65

FULLY ALLOCATED RAIL: 3.61 WATER: 1.23 TOTAL: 4.84

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	425	Barge	1.64
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.19
		TOTAL	1.83

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 189

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Industrial Chemicals TONNAGE (SHORT TONS) 55000

BEAR ORIGIN Am. Cyanimid Fortier Plt., La. L. Miss. BEAR DESTINATION Hannibal, Missouri U. U. Miss.

ALL RAIL:

VARIABLE: 10.37

FULLY ALLOCATED 13.29

ALL RAIL MILES 848

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 2.81 WATER: 2.63 TOTAL: 5.44

FULLY ALLOCATED RAIL: 3.96 WATER: 3.04 TOTAL: 7.00

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net To
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1159	Barge	3.32
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.49
		TOTAL	3.81

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 190

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Sodium Hydroxide

TONNAGE (SHORT TONS) 15016

BEAR ORIGIN Geismar, Louisiana
L. Miss.

BEAR DESTINATION Chicago, Illinois
Ill. R.

RAIL:

VARIABLE: 11.37

FULLY ALLOCATED 14.86

ALL RAIL MILES 938

T COST ALTERNATIVE:

VARIABLE	RAIL:	4.01	WATER:	2.48	TOTAL:	6.49
FULLY ALLOCATED	RAIL:	5.23	WATER:	2.86	TOTAL:	8.09

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1317	Barge	4.08
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.60
		TOTAL	4.68

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 191

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Coal Tar, Chemical Products TONNAGE (SHORT TONS) 5479

BEAR ORIGIN Deer Park, Texas BEAR DESTINATION Cicero, Illinois
W2GIWW

ALL RAIL:
VARIABLE: 14.16
FULLY ALLOCATED 18.74

ALL RAIL MILES 1161

LEAST COST ALTERNATIVE:
VARIABLE RAIL: 4.01 WATER: 4.14 TOTAL: 8.15
FULLY ALLOCATED RAIL: 5.23 WATER: 4.79 TOTAL: 10.02

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net To
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1612	Barge	5.66
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.85
		TOTAL	6.51

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Coal Tar, Chemical Products TONNAGE (SHORT TONS) 1748

BEAR ORIGIN New Orleans, Louisiana
L. Miss.

BEAR DESTINATION Joliet, Illinois
Ill. R.

RAIL:

VARIABLE: 10.59

FULLY ALLOCATED 13.57

ALL RAIL MILES 874

ST COST ALTERNATIVE:

VARIABLE RAIL: 3.93 WATER: 2.69 TOTAL: 6.62

FULLY ALLOCATED RAIL: 5.13 WATER: 3.11 TOTAL: 8.24

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1371	Barge	4.12
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.62
		TOTAL	4.74

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 193

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Coal Tar, Chemical Products TONNAGE (SHORT TONS) 1264

BEAR ORIGIN Texas City, Texas BEAR DESTINATION Cicero, Illinois
W2G IWW Ill. R.

ALL RAIL:

VARIABLE: 15.56

FULLY ALLOCATED 19.98

ALL RAIL MILES 1211

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 4.01 WATER: 3.96 TOTAL: 7.97

FULLY ALLOCATED RAIL: 5.23 WATER: 4.58 TOTAL: 9.81

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net T
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1574	Barge	5.48
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.82
		TOTAL	6.30

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Coal Tar, Chemical Products

TONNAGE (SHORT TONS) 16065

BEAR ORIGIN Corpus Christi, Texas
W3GIWW

BEAR DESTINATION Treats Island, Illinois
Ill. R.

L RAIL:

VARIABLE: 18.96

FULLY ALLOCATED 24.19

ALL RAIL MILES 1518

AST COST ALTERNATIVE:

VARIABLE RAIL: 3.85 WATER: 5.01 TOTAL: 8.86

FULLY ALLOCATED RAIL: 5.03 WATER: 5.79 TOTAL: 10.82

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1749	Barge	6.31
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.97
		TOTAL	7.28

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Alcohols

TONNAGE (SHORT TONS) 24368

BEAR ORIGIN Baton Rouge, Louisiana
L. Miss.

BEAR DESTINATION Cicero, Illinois
Ill. R.

ALL RAIL:
VARIABLE: 10.92
FULLY ALLOCATED 13.98

ALL RAIL MILES 903

LEAST COST ALTERNATIVE:
VARIABLE RAIL: 4.01 WATER: 2.38 TOTAL: 6.39
FULLY ALLOCATED RAIL: 5.23 WATER: 2.74 TOTAL: 7.97

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net T
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1252	Barge	3.91
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.57
		TOTAL	4.48

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 196

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Alcohols

TONNAGE (SHORT TONS) 2829

BEAR ORIGIN West Lake, Louisiana
WIG IWW

BEAR DESTINATION Cicero, Illinois
Ill. R.

RAIL:

VARIABLE: 12.63

FULLY ALLOCATED 16.18

ALL RAIL MILES 984

ST COST ALTERNATIVE:

	RAIL:		WATER:		TOTAL:	
VARIABLE	RAIL:	4.01	WATER:	3.95	TOTAL:	7.96
FULLY ALLOCATED	RAIL:	5.23	WATER:	4.57	TOTAL:	9.80

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1562	Barge	5.43
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.81
		TOTAL	6.24

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 197

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Alcohols

TONNAGE (SHORT TONS) 70086

BEAR ORIGIN Calumet Harbor, Illinois
Ill. R.

BEAR DESTINATION St. Albans, West Vi
Kan. R.

ALL RAIL:

VARIABLE: 8.76

FULLY ALLOCATED 11.08

ALL RAIL MILES 500

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 4.90 WATER: 2.19 TOTAL: 7.09

FULLY ALLOCATED RAIL: 6.36 WATER: 2.49 TOTAL: 8.85

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net T
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1310	Barge	5.25
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.71
		TOTAL	5.96

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 198

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Alcohols

TONNAGE (SHORT TONS) 3773

BEAR ORIGIN Plaquemine, Louisiana
L. Miss.

BEAR DESTINATION Minneapolis, Minnesota
U. U. Miss.

RAIL:

VARIABLE: 16.80

FULLY ALLOCATED 21.44

ALL RAIL MILES 1330

T COST ALTERNATIVE:

VARIABLE RAIL: 8.41 WATER: 2.42 TOTAL: 10.83

FULLY ALLOCATED RAIL: 12.77 WATER: 2.79 TOTAL: 15.56

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1599	Barge	5.25
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.78
		TOTAL	6.03

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Sulphuric Acid

TONNAGE (SHORT TONS) 21255

BEAR ORIGIN St. Louis, Missouri
L. U. Miss.

BEAR DESTINATION Channahan, Illino
Ill. R.

ALL RAIL:

VARIABLE: 3.90

FULLY ALLOCATED 5.11

ALL RAIL MILES 268

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 3.90 WATER: 0 TOTAL: 3.90

FULLY ALLOCATED RAIL: 5.11 WATER: 0 TOTAL: 5.11

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net T
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	329	Barge	1.63
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.19
		TOTAL	1.82

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 200

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Sulphuric Acid

TONNAGE (SHORT TONS) 2051

BEAR ORIGIN Cincinnati, Ohio
M. Ohio

BEAR DESTINATION Joliet, Illinois
Ill. R.

RAIL:

VARIABLE: 5.87

FULLY ALLOCATED 7.48

ALL RAIL MILES 301

ST COST ALTERNATIVE:

VARIABLE RAIL: 3.16 WATER: 1.98 TOTAL: 5.14

FULLY ALLOCATED RAIL: 4.36 WATER: 2.24 TOTAL: 6.60

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	996	Barge	3.30
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.46
		TOTAL	3.76

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 201

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Phosphate Rock TONNAGE (SHORT TONS) 4447

BEAR ORIGIN Burnside, Louisiana
L. Miss.
BEAR DESTINATION Quincy, Illinois
U. U. Miss.

ALL RAIL:
VARIABLE: 6.51
FULLY ALLOCATED 9.48
ALL RAIL MILES 861

LEAST COST ALTERNATIVE:
VARIABLE RAIL: 2.41 WATER: 2.71 TOTAL: 5.12
FULLY ALLOCATED RAIL: 3.32 WATER: 3.10 TOTAL: 6.42

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net T
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1110	Barge	3.23
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.47
		TOTAL	3.70

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 202

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Phosphate Rock

TONNAGE (SHORT TONS) 115305

BEAR ORIGIN Tampa, Florida

BEAR DESTINATION Joliet, Illinois

Open Water

Ill. R.

RAIL:

VARIABLE: 8.62

FULLY ALLOCATED 12.62

ALL RAIL MILES 1194

ST COST ALTERNATIVE:

VARIABLE RAIL: 2.45 WATER: 5.64 TOTAL: 8.09

FULLY ALLOCATED RAIL: 3.42 WATER: 6.49 TOTAL: 9.91

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1846	Barge	6.75
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			1.05
		TOTAL	7.80

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 203

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Fertilizer & Fertilizer Mat. TONNAGE (SHORT TONS) 33600

BEAR ORIGIN Cicero, Illinois
Ill.

BEAR DESTINATION Tampa Harbor, Flori
Open Water

ALL RAIL:

VARIABLE: 8.86

FULLY ALLOCATED 12.91

ALL RAIL MILES 1232

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 2.69 WATER: 4.53 TOTAL: 7.22

FULLY ALLOCATED RAIL: 3.74 WATER: 5.20 TOTAL: 8.94

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net T
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1872	Barge	5.69
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.88
		TOTAL	6.57

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Nitrogenous Fertilizer

TONNAGE (SHORT TONS) 22155

BEAR ORIGIN St. Louis, Missouri

L. U. Miss.

BEAR DESTINATION Calumet Harbor, Illino

Ill. River

RAIL:

VARIABLE: 4.08

FULLY ALLOCATED 5.30

ALL RAIL MILES 284

ST COST ALTERNATIVE:

VARIABLE RAIL: 4.08 WATER: 0 TOTAL: 4.08

FULLY ALLOCATED RAIL: 5.30 WATER: 0 TOTAL: 5.30

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	360	Barge	1.79
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.22
		TOTAL	2.01

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 205

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Superphosphate

TONNAGE (SHORT TONS) 1240

BEAR ORIGIN New Orleans, Louisiana
L. Miss.

BEAR DESTINATION South Chicago, Ill
Ill.

ALL RAIL:

VARIABLE: 11.28

ALL RAIL MILES 930

FULLY ALLOCATED 14.43

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 4.01 WATER: 2.66 TOTAL: 6.67

FULLY ALLOCATED RAIL: 5.23 WATER: 3.07 TOTAL: 8.30

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1386	Barge	4.21
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.63
		TOTAL	4.84

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 206

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Superphosphate

TONNAGE (SHORT TONS) 4161

BEAR ORIGIN Harlem, Louisiana
L. Miss.

BEAR DESTINATION St. Paul, Minnesota
U. U. Miss.

RAIL:

VARIABLE: 16.50

ALL RAIL MILES 1336

FULLY ALLOCATED 21.35

ST COST ALTERNATIVE:

VARIABLE RAIL: 8.29 WATER: 2.76 TOTAL: 11.05

FULLY ALLOCATED RAIL: 12.57 WATER: 3.19 TOTAL: 15.76

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1743	Barge	5.55
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.83
		TOTAL	6.38

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 207

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Superphosphate

TONNAGE (SHORT TONS) 2990

BEAR ORIGIN Florence, Alabama
Tenn.

BEAR DESTINATION Palmyra, Missouri
U.U. Miss.

ALL RAIL:

VARIABLE: 7.60

ALL RAIL MILES 610

FULLY ALLOCATED 9.77

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 2.84 WATER: 1.45 TOTAL: 4.29

FULLY ALLOCATED RAIL: 4.23 WATER: 1.65 TOTAL: 5.88

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net T
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	624	Barge	2.25
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.27
		TOTAL	2.52

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Fertilizer-NEC

TONNAGE (SHORT TONS) 38514

BEAR ORIGIN Houston, Texas
W2G[1]WW

BEAR DESTINATION Channahan, Illinois
Ill

L RAIL:

VARIABLE: 14.41

FULLY ALLOCATED 18.43

ALL RAIL MILES 1147

AST COST ALTERNATIVE:

VARIABLE RAIL: 3.64 WATER: 4.16 TOTAL: 7.80

FULLY ALLOCATED RAIL: 4.68 WATER: 4.81 TOTAL: 9.49

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1586	Barge	5.55
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.85
		TOTAL	6.40

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Sugar

TONNAGE (SHORT TONS) 146432

BEAR ORIGIN Burnside, Louisiana L. Miss.

BEAR DESTINATION Chicago, Illinois Ill

ALL RAIL:

VARIABLE: 11.62

ALL RAIL MILES 933

FULLY ALLOCATED 14.77

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 2.43 WATER: 3.01 TOTAL: 5.44

FULLY ALLOCATED RAIL: 3.65 WATER: 3.40 TOTAL: 7.05

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net To
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1331	Barge	4.10
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.60
		TOTAL	4.70

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 210

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Sugar

TONNAGE (SHORT TONS) 24,616

BEAR ORIGIN Albania, Louisiana

BEAR DESTINATION Chicago, Illinois

L RAIL: W1GIWW

VARIABLE: 13.04

FULLY ALLOCATED 16.80

I11 ALL RAIL MILES 998

AST COST ALTERNATIVE:

VARIABLE RAIL: 2.43 WATER: 4.24 TOTAL: 6.67

FULLY ALLOCATED RAIL: 3.65 WATER: 4.82 TOTAL: 8.47

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1542	Barge	5.32
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.80
		TOTAL	6.12

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 211

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Non-Metalic Minerals TONNAGE (SHORT TONS) 9461

BEAR ORIGIN Brownsville Station, Texas W3GIWW BEAR DESTINATION South Chicago, Illin Ill. R.

ALL RAIL:

VARIABLE: 11.16 ALL RAIL MILES 1475

FULLY ALLOCATED 16.20

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 2.71 WATER: 5.79 TOTAL: 8.50

FULLY ALLOCATED RAIL: 3.92 WATER: 6.67 TOTAL: 10.59

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Tor
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1927	Barge	7.09
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			1.10
		TOTAL	8.19

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 212

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Salt

TONNAGE (SHORT TONS) 58063

BEAR ORIGIN Jefferson Island, Louisiana

BEAR DESTINATION Chicago, Illinois

L RAIL: W1GIWW

VARIABLE: 7.94

FULLY ALLOCATED 11.73

ALL RAIL MILES 1008 Ill. R.

AST COST ALTERNATIVE:

VARIABLE RAIL: 2.76 WATER: 2.98 TOTAL: 5.74

FULLY ALLOCATED RAIL: 3.98 WATER: 3.39 TOTAL: 7.37

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1395	Barge	4.65
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.32
		TOTAL	4.97

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 213

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Salt

TONNAGE (SHORT TONS) 7914

BEAR ORIGIN Jefferson Island, Louisiana

BEAR DESTINATION Dubuque, Iowa

ALL RAIL: W1GIWW

U.U. Miss.

VARIABLE: 8.57

ALL RAIL MILES 1105

FULLY ALLOCATED 12.65

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 3.39 WATER: 2.98 TOTAL: 6.37

FULLY ALLOCATED RAIL: 5.21 WATER: 3.39 TOTAL: 8.60

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net T
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1434	Barge	4.81
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.34
		TOTAL	5.15

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 214

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Salt

TONNAGE (SHORT TONS) 128172

BEAR ORIGIN Belle Isle, Louisiana
W2GIWW

BEAR DESTINATION Savage, Minnesota
U.U. Miss.

RAIL:

VARIABLE: 11.12

FULLY ALLOCATED 16.17

ALL RAIL MILES 1402

AST COST ALTERNATIVE:

VARIABLE RAIL: 5.52 WATER: 2.86 TOTAL: 8.38

FULLY ALLOCATED RAIL: 8.28 WATER: 3.25 TOTAL: 11.53

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1660	Barge	5.68
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.62
		TOTAL	6.30

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Salt

TONNAGE (SHORT TONS) 14973

BEAR ORIGIN Cote Blanche, Louisiana

BEAR DESTINATION Prairie Du Chien, W

W2GIWW

U.U. Miss.

ALL RAIL:

VARIABLE: 8.63

FULLY ALLOCATED 12.83

ALL RAIL MILES 1127

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 3.69 WATER: 2.91 TOTAL: 6.60

FULLY ALLOCATED RAIL: 5.60 WATER: 3.31 TOTAL: 8.91

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net T
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1459	Barge	4.89
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.43
		TOTAL	5.32

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Salt

TONNAGE (SHORT TONS) 1412

BEAR ORIGIN Weeks Island, Louisiana

BEAR DESTINATION Minneapolis, Minnesota

L RAIL: W2GIWW

U.U. Miss.

VARIABLE: 11.08

ALL RAIL MILES 1428

FULLY ALLOCATED 16.23

AST COST ALTERNATIVE:

VARIABLE RAIL: 5.52 WATER: 2.93 TOTAL: 8.45

FULLY ALLOCATED RAIL: 8.28 WATER: 3.33 TOTAL: 11.61

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1685	Barge	5.79
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.56
		TOTAL	6.35

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 217

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Salt

TONNAGE (SHORT TONS) 10772

BEAR ORIGIN Jefferson Island, Louisiana
W1GIWW

BEAR DESTINATION Davenport, Iowa
U.U. Miss.

ALL RAIL:

VARIABLE: 6.78

FULLY ALLOCATED 8.03

ALL RAIL MILES 827

LEAST COST ALTERNATIVE:

VARIABLE	RAIL: 2.88	WATER: 2.98	TOTAL: 5.86
FULLY ALLOCATED	RAIL: 4.35	WATER: 3.39	TOTAL: 7.74

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net T
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1348	Barge	4.43
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.43
		TOTAL	4.86

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Salt

TONNAGE (SHORT TONS) 181719

BEAR ORIGIN Belle Isle, Louisiana
W2GIWW

BEAR DESTINATION Calumet Harbor, Illinois
Ill. R.

RAIL:

VARIABLE: 8.10

FULLY ALLOCATED 11.89

ALL RAIL MILES 1018

ST COST ALTERNATIVE:

VARIABLE RAIL: 2.76 WATER: 2.86 TOTAL: 5.62

FULLY ALLOCATED RAIL: 3.98 WATER: 3.25 TOTAL: 7.23

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1365	Barge	4.51
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.38
		TOTAL	4.89

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 219

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Salt

TONNAGE (SHORT TONS) 65,461

BEAR ORIGIN Cote Blanche, Louisiana
W2GIWW

BEAR DESTINATION Dolton, Illinois
Ill. R.

ALL RAIL:

VARIABLE: 7.97

ALL RAIL MILES 1028

FULLY ALLOCATED 11.82

LEAST COST ALTERNATIVE:

VARIABLE	RAIL: 2.76	WATER: 2.91	TOTAL: 5.67
FULLY ALLOCATED	RAIL: 3.98	WATER: 3.31	TOTAL: 7.29

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net To
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	668	Barge	2.98
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.40
		TOTAL	3.38

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 220

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Inedible Molasses

TONNAGE (SHORT TONS) 3815

BEAR ORIGIN New Orleans, Louisiana
L. Miss.

BEAR DESTINATION Cicero, Illinois
Ill. R.

RAIL:

VARIABLE: 11.53

FULLY ALLOCATED 14.68

ALL RAIL MILES 930

T COST ALTERNATIVE:

VARIABLE RAIL: 2.43 WATER: 3.16 TOTAL: 5.59

FULLY ALLOCATED RAIL: 3.65 WATER: 3.58 TOTAL: 7.23

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1393	Barge	4.23
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.63
		TOTAL	4.86

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Lime TONNAGE (SHORT TONS) 11027

BEAR ORIGIN Ste. Genevieve, Missouri L. U. Miss. BEAR DESTINATION Calumet Harbor, Illi Ill. R.

ALL RAIL:

VARIABLE: 5.28

FULLY ALLOCATED 6.83

ALL RAIL MILES 349

LEAST COST ALTERNATIVE:

VARIABLE	RAIL: 5.28	WATER: 0	TOTAL: 5.28
FULLY ALLOCATED	RAIL: 6.83	WATER: 0	TOTAL: 6.83

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net T
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	424	Barge	2.01
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.25
		TOTAL	2.26

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 222

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Lime

TONNAGE (SHORT TONS) 453967

BEAR ORIGIN Ste. Genevieve, Missouri
L. U. Miss.

BEAR DESTINATION Calumet Harbor, Illinoi
Ill. R.

RAIL:

VARIABLE: 5.28

FULLY ALLOCATED 6.83

ALL RAIL MILES 349

ST COST ALTERNATIVE:

VARIABLE RAIL: 5.28 WATER: 0 TOTAL: 5.28

FULLY ALLOCATED RAIL: 6.83 WATER: 0 TOTAL: 6.83

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	424	Barge	2.01
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.25
		TOTAL	2.26

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 223

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Benzol and Benzene

TONNAGE (SHORT TONS) 5829

BEAR ORIGIN Hartford, Illinois
L. U. Miss.

BEAR DESTINATION Dolton, Illinois
Ill. R.

ALL RAIL:
VARIABLE: 3.83
FULLY ALLOCATED 4.99

ALL RAIL MILES 265

LEAST COST ALTERNATIVE:
VARIABLE RAIL: 3.83 WATER: 0 TOTAL: 3.83
FULLY ALLOCATED RAIL: 4.99 WATER: 0 TOTAL: 4.99

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net T
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	337	Barge	1.66
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.20
		TOTAL	1.86

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Benzol and Benzene

TONNAGE (SHORT TONS) 1819

BEAR ORIGIN Cicero, Illinois
Ill. R.

BEAR DESTINATION Beaumont, Texas
W2GIWW

L RAIL:

VARIABLE: 14.00

FULLY ALLOCATED 17.83

ALL RAIL MILES 1091

ST COST ALTERNATIVE:

VARIABLE RAIL: 4.01 WATER: 2.54 TOTAL: 6.55

FULLY ALLOCATED RAIL: 5.23 WATER: 2.92 TOTAL: 8.15

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1497	Barge	3.97
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.58
		TOTAL	4.55

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 225

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Benzol and Benzene

TONNAGE (SHORT TONS) 19,854

BEAR ORIGIN Houston Ship Channel W2GIWW

BEAR DESTINATION Romeoville, Illinois Ill. R.

ALL RAIL:

VARIABLE: 14.47

FULLY ALLOCATED 18.44

ALL RAIL MILES 1189

LEAST COST ALTERNATIVE:

VARIABLE	RAIL:	4.01	WATER:	4.10	TOTAL:	8.11
FULLY ALLOCATED	RAIL:	5.23	WATER:	4.74	TOTAL:	9.97

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1601	Barge	5.60
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.85
		TOTAL	6.45

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 226

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Benzol and Benzene

TONNAGE (SHORT TONS) 2445

BEAR ORIGIN Hartford, Illinois
L. U. Miss.

BEAR DESTINATION St. Paul, Minnesota
U. U. Miss.

RAIL:

VARIABLE: 8.39

FULLY ALLOCATED 11.04

ALL RAIL MILES 597

ST COST ALTERNATIVE:

VARIABLE RAIL: 8.39 WATER: 0 TOTAL: 8.39

FULLY ALLOCATED RAIL: 11.04 WATER: 0 TOTAL: 11.04

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	647	Barge	2.89
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.39
		TOTAL	3.28

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 227

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Wood Pulp TONNAGE (SHORT TONS) 31201

BEAR ORIGIN Baton Rouge, Louisiana
L. Miss.
BEAR DESTINATION Chicago, Illinois
Ill. R.

ALL RAIL:

VARIABLE: 9.71

ALL RAIL MILES 903

FULLY ALLOCATED 12.71

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 2.76 WATER: 2.57 TOTAL: 5.33

FULLY ALLOCATED RAIL: 3.98 WATER: 2.93 TOTAL: 6.91

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net T
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1258	Barge	3.94
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.81
		TOTAL	4.75

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 228

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Standard Newsprint Paper TONNAGE (SHORT TONS) 7196

BEAR ORIGIN Hiwassee River, Tennessee Tenn. R. BEAR DESTINATION Minneapolis, Minn. U. U. Miss.

RAIL:

VARIABLE: 13.69

FULLY ALLOCATED 17.14

ALL RAIL MILES 1003

ST COST ALTERNATIVE:

VARIABLE RAIL: 5.57 WATER: 2.37 TOTAL: 7.94

FULLY ALLOCATED RAIL: 7.93 WATER: 2.69 TOTAL: 10.62

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1383	Barge	5.10
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.72
		TOTAL	5.82

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 229

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Tallow - Animal Fats - Oils TONNAGE (SHORT TONS) 25371

BEAR ORIGIN Dubuque, Iowa
U. U. Miss.

BEAR DESTINATION Avondale, Louisian
L. Miss.

ALL RAIL:

VARIABLE: 7.44

FULLY ALLOCATED 11.05

ALL RAIL MILES 1030

LEAST COST ALTERNATIVE:

VARIABLE	RAIL:	3.34	WATER:	1.62	TOTAL:	4.96
FULLY ALLOCATED	RAIL:	5.16	WATER:	1.83	TOTAL:	6.99

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net T
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1425	Barge	2.42
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.37
		TOTAL	2.79

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 230

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Tallow - Animal Fats - Oils

TONNAGE (SHORT TONS) 24231

BEAR ORIGIN Chicago, Illinois
Ill. R.

BEAR DESTINATION Avondale, Louisiana
L. Miss.

RAIL:

VARIABLE: 6.80

FULLY ALLOCATED 10.10

ALL RAIL MILES 930

ST COST ALTERNATIVE:

VARIABLE RAIL: 2.76 WATER: 1.62 TOTAL: 4.38

FULLY ALLOCATED RAIL: 3.98 WATER: 1.83 TOTAL: 5.81

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1391	Barge	2.94
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.41
		TOTAL	3.35

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 231

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Corn — TONNAGE (SHORT TONS) 1399

BEAR ORIGIN St. Paul, Minn. U. U. Miss. — BEAR DESTINATION St. Louis, Mo. L. U. Miss.

ALL RAIL:

VARIABLE: 5.57 — ALL RAIL MILES 575

FULLY ALLOCATED 7.93

LEAST COST ALTERNATIVE:

VARIABLE	RAIL:	5.57	WATER:	0	TOTAL:	5.57
FULLY ALLOCATED	RAIL:	7.93	WATER:	0	TOTAL:	7.93

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net T
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	668	Barge	1.60
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.27
		TOTAL	1.87

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Corn

TONNAGE (SHORT TONS) X

BEAR ORIGIN U. U. Miss.

BEAR DESTINATION L. Ohio

RAIL:

VARIABLE: 6.68

FULLY ALLOCATED 9.53

ALL RAIL MILES 738

ST COST ALTERNATIVE:

VARIABLE	RAIL:	6.68	WATER:	0	TOTAL:	6.68
FULLY ALLOCATED	RAIL:	9.53	WATER:	0	TOTAL:	9.53

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	967	Barge	2.38
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.38
		TOTAL	2.76

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 233

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Corn

TONNAGE (SHORT TONS) X

BEAR ORIGIN U. U. Miss.

BEAR DESTINATION M. Miss.

ALL RAIL:

VARIABLE: 9.13

FULLY ALLOCATED 13.13

ALL RAIL MILES 1123

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 5.57 WATER: 1.49 TOTAL: 7.06

FULLY ALLOCATED RAIL: 7.93 WATER: 1.63 TOTAL: 9.56

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net T
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1361	Barge	2.40
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.41
		TOTAL	2.81

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Corn

TONNAGE (SHORT TONS) X

BEAR ORIGIN U. U. Miss.

BEAR DESTINATION Ark. River

L RAIL:

VARIABLE: 7.70

FULLY ALLOCATED 10.97

ALL RAIL MILES 863

AST COST ALTERNATIVE:

VARIABLE RAIL: 2.37 WATER: 3.76 TOTAL: 6.13

FULLY ALLOCATED RAIL: 3.69 WATER: 4.23 TOTAL: 7.92

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1035	Barge	3.50
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.55
		TOTAL	4.05

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Corn

TONNAGE (SHORT TONS) X

BEAR ORIGIN U. U. Miss.

BEAR DESTINATION W1GIWW

ALL RAIL:

VARIABLE: 10.89

FULLY ALLOCATED 15.89

ALL RAIL MILES 1329

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 5.57 WATER: 2.94 TOTAL: 8.48

FULLY ALLOCATED RAIL: 7.93 WATER: 3.31 TOTAL: 11.24

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1814	Barge	3.74
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.64
		TOTAL	4.38

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Corn

TONNAGE (SHORT TONS) X

BEAR ORIGIN U. U. Miss.

BEAR DESTINATION E2GIWW

RAIL:

VARIABLE: 6.18

FULLY ALLOCATED 8.93

ALL RAIL MILES 799

ST COST ALTERNATIVE:

VARIABLE RAIL: 1.97 WATER: 2.42 TOTAL: 4.39

FULLY ALLOCATED RAIL: 3.03 WATER: 2.73 TOTAL: 5.76

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1252	Barge	2.16
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.33
		TOTAL	2.49

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Corn

TONNAGE (SHORT TONS) X

BEAR ORIGIN U. U. Miss.

BEAR DESTINATION Open Water

ALL RAIL:

VARIABLE: 12.67

FULLY ALLOCATED 18.41

ALL RAIL MILES 1700

LEAST COST ALTERNATIVE:

VARIABLE	RAIL: 5.57	WATER: 2.59	TOTAL: 8.16
FULLY ALLOCATED	RAIL: 7.93	WATER: 2.85	TOTAL: 10.78

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net To
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	2248	Barge	5.43
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.91
		TOTAL	6.34

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Corn

TONNAGE (SHORT TONS) X

BEAR ORIGIN Ill. River

BEAR DESTINATION Missouri River

L RAIL:

VARIABLE: 4.71

FULLY ALLOCATED 6.68

ALL RAIL MILES 451

AST COST ALTERNATIVE:

VARIABLE	RAIL: 4.71	WATER: 0	TOTAL: 4.71
FULLY ALLOCATED	RAIL: 6.68	WATER: 0	TOTAL: 6.68

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	759	Barge	5.23
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.74
		TOTAL	5.97

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 239

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Corn

TONNAGE (SHORT TONS) X

BEAR ORIGIN Ill. River

BEAR DESTINATION L. U. Miss.

ALL RAIL:

VARIABLE: 1.97

FULLY ALLOCATED 2.82

ALL RAIL MILES 162

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 1.97 WATER: 0 TOTAL: 1.97

FULLY ALLOCATED RAIL: 2.82 WATER: 0 TOTAL: 2.28

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	203	Barge	.87
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.11
		TOTAL	.98

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 240

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Corn TONNAGE (SHORT TONS) x

BEAR ORIGIN Ill. River BEAR DESTINATION L. Ohio

RAIL:

VARIABLE: 3.78

FULLY ALLOCATED 5.48

ALL RAIL MILES 442

ST COST ALTERNATIVE:

VARIABLE RAIL: 3.78 WATER: 0 TOTAL: 3.78

FULLY ALLOCATED RAIL: 5.48 WATER: 0 TOTAL: 5.48

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	525	Barge	1.73
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.26
		TOTAL	1.99

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Corn

TONNAGE (SHORT TONS) x

BEAR ORIGIN Ill. River

BEAR DESTINATION Ark. River

ALL RAIL:

VARIABLE: 5.84

ALL RAIL MILES 701

FULLY ALLOCATED 8.01

LEAST COST ALTERNATIVE:

VARIABLE	RAIL: 5.84	WATER: 0	TOTAL: 5.84
FULLY ALLOCATED	RAIL: 8.01	WATER: 0	TOTAL: 8.01

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net To
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1218	Barge	4.12
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.61
		TOTAL	4.73

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Corn

TONNAGE (SHORT TONS) X

BEAR ORIGIN Ill. River

BEAR DESTINATION W1GIWW

RAIL:

VARIABLE: 8.17

FULLY ALLOCATED 11.83

ALL RAIL MILES 1091

T COST ALTERNATIVE:

VARIABLE RAIL: 2.76 WATER: 2.91 TOTAL: 5.67

FULLY ALLOCATED RAIL: 3.98 WATER: 3.32 TOTAL: 7.30

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1517	Barge	3.64
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.62
		TOTAL	4.26

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Corn

TONNAGE (SHORT TONS) X

BEAR ORIGIN Ill. River

BEAR DESTINATION Open Water

ALL RAIL:

VARIABLE: 9.37

FULLY ALLOCATED 13.63

ALL RAIL MILES 1302

LEAST COST ALTERNATIVE:

VARIABLE	RAIL:	2.76	WATER:	2.59	TOTAL:	5.35
FULLY ALLOCATED	RAIL:	3.98	WATER:	2.85	TOTAL:	6.83

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1951	Barge	5.37
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.86
		TOTAL	6.23

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 244

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Corn TONNAGE (SHORT TONS) X

BEAR ORIGIN L. U. Miss. BEAR DESTINATION U. U. Miss.

L RAIL:

VARIABLE: 5.57

FULLY ALLOCATED 7.93

ALL RAIL MILES 575

AST COST ALTERNATIVE:

VARIABLE RAIL: 5.57 WATER: 0 TOTAL: 5.57

FULLY ALLOCATED RAIL: 7.93 WATER: 0 TOTAL: 7.93

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	668	Barge	2.97
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.40
		TOTAL	3.37

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Corn

TONNAGE (SHORT TONS) 1596

BEAR ORIGIN Alton, Ill.

L.U. Miss.

BEAR DESTINATION Guntersville, Ala.

Tenn. River

ALL RAIL:

VARIABLE: 4.47

FULLY ALLOCATED 6.50

ALL RAIL MILES 550

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 4.47 WATER: 0 TOTAL: 4.47

FULLY ALLOCATED RAIL: 6.50 WATER: 0 TOTAL: 6.50

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net To
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	608	Barge	2.09
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.29
		TOTAL	2.38

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 246

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Soybeans

TONNAGE (SHORT TONS) X

BEAR ORIGIN U. U. Miss.

BEAR DESTINATION L. U. Miss.

RAIL:

VARIABLE: 5.57

FULLY ALLOCATED 7.93

ALL RAIL MILES 575

ST COST ALTERNATIVE:

VARIABLE RAIL: 5.57 WATER: 0 TOTAL: 5.57

FULLY ALLOCATED RAIL: 7.93 WATER: 0 TOTAL: 7.93

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	668	Barge	1.60
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.27
		TOTAL	1.87

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 247

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Soybeans TONNAGE (SHORT TONS) X

BEAR ORIGIN U. U. Miss. BEAR DESTINATION Tenn. River

ALL RAIL:

VARIABLE: 7.24 ALL RAIL MILES 725

FULLY ALLOCATED 9.01

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 7.24 WATER: 0 TOTAL: 7.24

FULLY ALLOCATED RAIL: 9.01 WATER: 0 TOTAL: 9.01

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net To
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	888	Barge	3.09
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.40
		TOTAL	3.49

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 248

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Soybeans

TONNAGE (SHORT TONS) X

BEAR ORIGIN U. U. Miss.

BEAR DESTINATION M. Miss.

L RAIL:

VARIABLE: 9.40

ALL RAIL MILES 1123

FULLY ALLOCATED 13.40

AST COST ALTERNATIVE:

VARIABLE	RAIL:	5.57	WATER:	1.49	TOTAL:	7.06
FULLY ALLOCATED	RAIL:	7.93	WATER:	1.73	TOTAL:	9.66

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1361	Barge	2.40
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.41
		TOTAL	2.81

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 249

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Soybeans

TONNAGE (SHORT TONS) X

BEAR ORIGIN U. U. Miss.

BEAR DESTINATION E2GIWW

ALL RAIL:

VARIABLE: 6.18

ALL RAIL MILES 799

FULLY ALLOCATED 8,93

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 1.97 WATER: 2.42 TOTAL: 4.39

FULLY ALLOCATED RAIL: 3.03 WATER: 2.73 TOTAL: 5.76

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1252	Barge	2.16
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.33
		TOTAL	2.49

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Soybeans

TONNAGE (SHORT TONS) x

BEAR ORIGIN Ill. River

BEAR DESTINATION L. U. Miss.

L RAIL:

VARIABLE: 1.97

FULLY ALLOCATED 2.82

ALL RAIL MILES 162

EAST COST ALTERNATIVE:

VARIABLE RAIL: 1.97 WATER: 0 TOTAL: 1.97

FULLY ALLOCATED RAIL: 2.82 WATER: 0 TOTAL: 2.82

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	203	Barge	.87
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.11
		TOTAL	.98

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Soybeans

TONNAGE (SHORT TONS) x

BEAR ORIGIN Ill. River

BEAR DESTINATION Tenn. River

ALL RAIL:

VARIABLE: 5.16

FULLY ALLOCATED 7.49

ALL RAIL MILES 654

LEAST COST ALTERNATIVE:

VARIABLE	RAIL:	5.16	WATER:	0	TOTAL:	5.16
FULLY ALLOCATED	RAIL:	3.92	WATER:	2.76	TOTAL:	6.68

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Tor
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	743	Barge	2.98
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.37
		TOTAL	3.35

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Soybeans

TONNAGE (SHORT TONS) 1371

BEAR ORIGIN Peoria, Ill.
Ill. River

BEAR DESTINATION Tulsa, Okla.
Ark. River

RAIL:

VARIABLE: 5.84

FULLY ALLOCATED 8.01

ALL RAIL MILES 701

ST COST ALTERNATIVE:

VARIABLE RAIL: 5.84 WATER: 0 TOTAL: 5.84

FULLY ALLOCATED RAIL: 8.01 WATER: 0 TOTAL: 8.01

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1218	Barge	4.12
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.61
		TOTAL	4.73

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 253

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Soybeans

TONNAGE (SHORT TONS) x

BEAR ORIGIN Ill. River

BEAR DESTINATION W2GIWW

ALL RAIL:

VARIABLE: 8.79

FULLY ALLOCATED 12.76

ALL RAIL MILES 1175

LEAST COST ALTERNATIVE:

VARIABLE	RAIL:	2.76	WATER:	2.94	TOTAL:	5.70
FULLY ALLOCATED	RAIL:	3.98	WATER:	3.31	TOTAL:	7.29

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net To
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1637	Barge	4.60
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.69
		TOTAL	5.29

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Soybeans

TONNAGE (SHORT TONS) X

BEAR ORIGIN L. U. Miss.

BEAR DESTINATION U. U. Miss.

. RAIL:

VARIABLE: 5.57

FULLY ALLOCATED 7.93

ALL RAIL MILES 575

ST COST ALTERNATIVE:

VARIABLE RAIL: 5.57 WATER: 0 TOTAL: 5.57

FULLY ALLOCATED RAIL: 7.93 WATER: 0 TOTAL: 7.93

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	668	Barge	1.78
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.26
		TOTAL	2.04

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Soybeans

TONNAGE (SHORT TONS) 24,322

BEAR ORIGIN St. Louis, Mo.
L. U. Miss.

BEAR DESTINATION New Orleans, La.
L. Miss.

ALL RAIL:

VARIABLE: 5.60

FULLY ALLOCATED 8.12

ALL RAIL MILES 721

LEAST COST ALTERNATIVE:

VARIABLE	RAIL:	5.60	WATER:	0	TOTAL:	5.60
FULLY ALLOCATED	RAIL:	8.12	WATER:	0	TOTAL:	8.12

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net To
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1030	Barge	1.35
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.19
		TOTAL	1.54

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Soybeans

TONNAGE (SHORT TONS) X

BEAR ORIGIN L. Miss.

BEAR DESTINATION U. U. Miss.

RAIL:

VARIABLE: 10.69

FULLY ALLOCATED 15.26

ALL RAIL MILES 1,314

T COST ALTERNATIVE:

VARIABLE RAIL: 5.57 WATER: 3.07 TOTAL: 8.64

FULLY ALLOCATED RAIL: 7.93 WATER: 3. 48 TOTAL: 11.41

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1698	Barge	5.45
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.81
		TOTAL	6.26

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 257

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Barley & Rye

TONNAGE (SHORT TONS) 2903

BEAR ORIGIN St. Paul, Minn.
U. U. Miss.

BEAR DESTINATION St. Louis, Mo.
L. U. Miss.

ALL RAIL:

VARIABLE: 5.57

FULLY ALLOCATED 7.93

ALL RAIL MILES 575

LEAST COST ALTERNATIVE:

VARIABLE	RAIL: 5.57	WATER: 0	TOTAL: 5.57
FULLY ALLOCATED	RAIL: 7.93	WATER: 0	TOTAL: 7.93

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net T
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	668	Barge	1.78
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.26
		TOTAL	2.04

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 258

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Barley & Rye

TONNAGE (SHORT TONS) x

BEAR ORIGIN U. U. Miss.

BEAR DESTINATION Open Water

RAIL:

VARIABLE: 12.67

FULLY ALLOCATED 18.41

ALL RAIL MILES 1700

ST COST ALTERNATIVE:

VARIABLE	RAIL:	5.57	WATER:	2.59	TOTAL:	8.16
FULLY ALLOCATED	RAIL:	7.93	WATER:	2.85	TOTAL:	10.78

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	2248	Barge	5.43
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.91
		TOTAL	6.34

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Oats

TONNAGE (SHORT TONS) X

BEAR ORIGIN Ill. River

BEAR DESTINATION L. U. Miss.

ALL RAIL:

VARIABLE: 1.97

FULLY ALLOCATED 2.82

ALL RAIL MILES 162

LEAST COST ALTERNATIVE:

VARIABLE	RAIL:	1.97	WATER:	0	TOTAL:	1.97
FULLY ALLOCATED	RAIL:	2.82	WATER:	0	TOTAL:	2.82

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net To
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	203	Barge	.87
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.11
		TOTAL	.98

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 260

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Oats

TONNAGE (SHORT TONS) X

BEAR ORIGIN Ill. River

BEAR DESTINATION Tenn. River

RAIL:

VARIABLE: 5.16

FULLY ALLOCATED 7.49

ALL RAIL MILES 654

ST COST ALTERNATIVE:

VARIABLE RAIL: 5.16 WATER: 0 TOTAL: 5.16

FULLY ALLOCATED RAIL: 3.92 WATER: 2.76 TOTAL: 6.68

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	¹743	Barge	2.98
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.37
		TOTAL	3.35

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Oats

TONNAGE (SHORT TONS) X

BEAR ORIGIN Ill. River

BEAR DESTINATION M. Miss.

ALL RAIL:

VARIABLE: 5.25

ALL RAIL MILES 667

FULLY ALLOCATED 7.61

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 1.91 WATER: 1.50 TOTAL: 3.41

FULLY ALLOCATED RAIL: 2.74 WATER: 1.60 TOTAL: 4.34

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net To
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	725	Barge	1.36
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.15
		TOTAL	1.51

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 262

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Oats

TONNAGE (SHORT TONS) X

BEAR ORIGIN Ill. River

BEAR DESTINATION L. Miss.

RAIL:

VARIABLE: 6.36

FULLY ALLOCATED 9.23

ALL RAIL MILES 838

ST COST ALTERNATIVE:

VARIABLE RAIL: 1.67 WATER: 1.99 TOTAL: 3.66

FULLY ALLOCATED RAIL: 2.39 WATER: 2.20 TOTAL: 4.59

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1127	Barge	1.86
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.25
		TOTAL	2.11

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Oats

TONNAGE (SHORT TONS) X

BEAR ORIGIN Ill. River

BEAR DESTINATION W2GIWW

ALL RAIL:

VARIABLE: 8.79

FULLY ALLOCATED 12.72

ALL RAIL MILES 1175

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 2.76 WATER: 2.94 TOTAL: 5.70

FULLY ALLOCATED RAIL: 3.98 WATER: 3.31 TOTAL: 7.29

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1637	Barge	4.60
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.69
		TOTAL	5.29

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 264

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Oats

TONNAGE (SHORT TONS) X

BEAR ORIGIN Ill. River

BEAR DESTINATION Open Water

RAIL:

VARIABLE: 9.37

FULLY ALLOCATED 13.63

ALL RAIL MILES 1302

ST COST ALTERNATIVE:

VARIABLE RAIL: 2.76 WATER: 5.81 TOTAL: 8.57

FULLY ALLOCATED RAIL: 3.98 WATER: 6.66 TOTAL: 10.64

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1951	Barge	5.58
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.86
		TOTAL	6.44

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Oats

TONNAGE (SHORT TONS) x

BEAR ORIGIN L. U. Miss.

BEAR DESTINATION L. Miss.

ALL RAIL:

VARIABLE: 5.70

FULLY ALLOCATED 8.26

ALL RAIL MILES 736

LEAST COST ALTERNATIVE:

VARIABLE	RAIL:	5.70	WATER:	0	TOTAL:	5.70
FULLY ALLOCATED	RAIL:	8.26	WATER:	0	TOTAL:	8.26

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net T
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1030	Barge	1.54
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.21
		TOTAL	1.75

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Wheat

TONNAGE (SHORT TONS) X

BEAR ORIGIN U. U. Miss.

BEAR DESTINATION L. Ohio

RAIL:

VARIABLE: 6.68

FULLY ALLOCATED 9.53

ALL RAIL MILES 738

ST COST ALTERNATIVE:

VARIABLE	RAIL:	6.68	WATER:	0	TOTAL:	6.68
FULLY ALLOCATED	RAIL:	9.53	WATER:	0	TOTAL:	9.53

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	967	Barge	2.38
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.38
		TOTAL	2.76

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Wheat

TONNAGE (SHORT TONS) X

BEAR ORIGIN U. U. Miss.

BEAR DESTINATION Tenn. River

ALL RAIL:

VARIABLE: 6.11

FULLY ALLOCATED 8.83

ALL RAIL MILES 725

LEAST COST ALTERNATIVE:

VARIABLE	RAIL:	6.11	WATER:	0	TOTAL:	6.11
FULLY ALLOCATED	RAIL:	8.83	WATER:	0	TOTAL:	8.83

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1019	Barge	3.22
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.42
		TOTAL	3.64

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 268

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Wheat

TONNAGE (SHORT TONS) X

BEAR ORIGIN U. U. Miss.

BEAR DESTINATION M. Ohio

RAIL:

VARIABLE: 7.35

FULLY ALLOCATED 10.53

ALL RAIL MILES 849

T COST ALTERNATIVE:

VARIABLE RAIL: 7.35 WATER: 0 TOTAL: 7.35

FULLY ALLOCATED RAIL: 10.53 WATER: 0 TOTAL: 10.53

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1223	Barge	2.24
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.32
		TOTAL	2.56

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 269

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Wheat

TONNAGE (SHORT TONS) x

BEAR ORIGIN U. U. Miss.

BEAR DESTINATION M. Miss..

ALL RAIL:

VARIABLE: 9.13

ALL RAIL MILES 1123

FULLY ALLOCATED 13.13

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 5.57 WATER: 1.50 TOTAL: 7.07

FULLY ALLOCATED RAIL: 7.93 WATER: 1.60 TOTAL: 9.53

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net To
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1199	Barge	2.68
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.40
		TOTAL	3.08

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 270

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Wheat

TONNAGE (SHORT TONS) X

BEAR ORIGIN U. U. Miss.

BEAR DESTINATION W2GIWW

RAIL:

VARIABLE: 11.03

FULLY ALLOCATED 16.09

ALL RAIL MILES 1348

ST COST ALTERNATIVE:

VARIABLE	RAIL:	5.57	WATER:	2.94	TOTAL:	8.51
FULLY ALLOCATED	RAIL:	7.93	WATER:	3.31	TOTAL:	11.24

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	.1934	Barge	4.66
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.74
		TOTAL	5.40

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 271

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Wheat

TONNAGE (SHORT TONS) X

BEAR ORIGIN U. U. Miss.

BEAR DESTINATION W3GIWW.

ALL RAIL:

VARIABLE: 13.71

FULLY ALLOCATED 20.02

ALL RAIL MILES 1720

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 5.57 WATER: 4.27 TOTAL: 9.84

FULLY ALLOCATED RAIL: 7.93 WATER: 4.87 TOTAL: 12.80

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	2103	Barge	5.44
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.88
		TOTAL	6.32

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 272

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Wheat

TONNAGE (SHORT TONS) X

BEAR ORIGIN U. U. Miss.

BEAR DESTINATION Open Water

RAIL:

VARIABLE: 6.68

FULLY ALLOCATED 9.53

ALL RAIL MILES 1700

ST COST ALTERNATIVE:

VARIABLE RAIL: 6.68 WATER: 0 TOTAL: 6.68

FULLY ALLOCATED RAIL: 9.53 WATER: 0 TOTAL: 9.53

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	2248	Barge	5.43
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.91
		TOTAL	6.34

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 273

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Wheat

TONNAGE (SHORT TONS) X

BEAR ORIGIN Ill. River

BEAR DESTINATION L. U. Miss.

ALL RAIL:

VARIABLE: 1.97

FULLY ALLOCATED 2.82

ALL RAIL MILES 162

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 1.97 WATER: 0 TOTAL: 1.97

FULLY ALLOCATED RAIL: 2.82 WATER: 0 TOTAL: 2.82

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net T
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	203	Barge	.87
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.11
		TOTAL	.98

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Wheat

TONNAGE (SHORT TONS) x

BEAR ORIGIN Ill. River

BEAR DESTINATION Tenn. River

RAIL:

VARIABLE: 5.16

FULLY ALLOCATED 7.49

ALL RAIL MILES 654

ST COST ALTERNATIVE:

VARIABLE RAIL: 5.16 WATER: 0 TOTAL: 5.16

FULLY ALLOCATED RAIL: 3.98 WATER: 2.86 TOTAL: 6.84

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	743	Barge	2.98
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.37
		TOTAL	3.35

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 275

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Wheat

TONNAGE (SHORT TONS) 1934

BEAR ORIGIN Kansas City, Mo.
Missouri River

BEAR DESTINATION Chicago, Ill.
Ill. River

ALL RAIL:

VARIABLE: 4.71

FULLY ALLOCATED 6.68

ALL RAIL MILES 451

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 4.71 WATER: 0 TOTAL: 4.71

FULLY ALLOCATED RAIL: 6.68 WATER: 0 TOTAL: 6.68

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net T
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	720	Barge	3.57
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.65
		TOTAL	4.22

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 276

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Wheat

TONNAGE (SHORT TONS) 1133

BEAR ORIGIN Omaha, Nebraska
Missouri River

BEAR DESTINATION St. Louis, Mo.
L. U. Miss.

RAIL:

VARIABLE: 4.95

FULLY ALLOCATED 7.02

ALL RAIL MILES 484

T COST ALTERNATIVE:

VARIABLE RAIL: 4.95 WATER: 0 TOTAL: 4.95

FULLY ALLOCATED RAIL: 7.02 WATER: 0 TOTAL: 7.02

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	6.22	Barge	3.12
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.75
		TOTAL	3.87

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Wheat

TONNAGE (SHORT TONS) x

BEAR ORIGIN L. U. Miss.

BEAR DESTINATION Ill. River

ALL RAIL:

VARIABLE: 1.97

FULLY ALLOCATED 2.82

ALL RAIL MILES 162

LEAST COST ALTERNATIVE:

VARIABLE	RAIL:	1.97	WATER:	0	TOTAL:	1.97
FULLY ALLOCATED	RAIL:	2.82	WATER:	0	TOTAL:	2.82

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net To
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	203	Barge	.87
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.11
		TOTAL	.98

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 278

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Wheat

TONNAGE (SHORT TONS) X

BEAR ORIGIN L. U. Miss.

BEAR DESTINATION Tenn. River

RAIL:

VARIABLE: 4.36

ALL RAIL MILES 530

FULLY ALLOCATED 6.31

T COST ALTERNATIVE:

VARIABLE RAIL: 4.36 WATER: 0 TOTAL: 4.36

FULLY ALLOCATED RAIL: 6.31 WATER: 0 TOTAL: 6.31

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	581	Barge	2.41
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.23
		TOTAL	2.64

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Wheat

TONNAGE (SHORT TONS) X

BEAR ORIGIN L. U. Miss.

BEAR DESTINATION L. Miss..

ALL RAIL:

VARIABLE: 5.60

FULLY ALLOCATED 8.12

ALL RAIL MILES 721

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 5.60 WATER: 0 TOTAL: 5.60

FULLY ALLOCATED RAIL: 8.12 WATER: 0 TOTAL: 8.12

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net T
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1030	Barge	1.54
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.21
		TOTAL	1.75

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 280

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Wheat

TONNAGE (SHORT TONS) x

BEAR ORIGIN L. U. Miss.

BEAR DESTINATION W2GIWW

RAIL:

VARIABLE: 7.12

FULLY ALLOCATED 10.34

ALL RAIL MILES 798

ST COST ALTERNATIVE:

VARIABLE RAIL: 7.12 WATER: 0 TOTAL: 7.12

FULLY ALLOCATED RAIL: 10.34 WATER: 0 TOTAL: 10.34

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1146	Barge	2.64
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.38
		TOTAL	3.02

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 281

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Wheat
TONNAGE (SHORT TONS) X

BEAR ORIGIN M. Miss.
BEAR DESTINATION L. U. Miss.

ALL RAIL:

VARIABLE: 4.39

FULLY ALLOCATED 6.48

ALL RAIL MILES 548

LEAST COST ALTERNATIVE:

VARIABLE	RAIL:	4.39	WATER:	0	TOTAL:	4.39
FULLY ALLOCATED	RAIL:	6.48	WATER:	0	TOTAL:	6.48

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net To
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	693	Barge	2.04
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.27
		TOTAL	2.31

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 282

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Coal

TONNAGE (SHORT TONS) 2668

BEAR ORIGIN LaCrosse, Wis.
U. U. Miss.

BEAR DESTINATION Rosiclare, Ill.
L. Ohio

RAIL:

VARIABLE: 3.69

ALL RAIL MILES 577

FULLY ALLOCATED 5.40

ST COST ALTERNATIVE:

VARIABLE RAIL: 3.69 WATER: 0 TOTAL: 3.69

FULLY ALLOCATED RAIL: 5.40 WATER: 0 TOTAL: 5.40

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	958	Barge	2.58
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.27
		TOTAL	2.85

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Coal TONNAGE (SHORT TONS) 5667

BEAR ORIGIN Charleston, W. Va. BEAR DESTINATION St. Paul, Minn.
Kan. River U. U. Miss.

ALL RAIL:

VARIABLE: 5.29 ALL RAIL MILES 912

FULLY ALLOCATED 7.77

LEAST COST ALTERNATIVE:

VARIABLE	RAIL:	5.29	WATER:	0	TOTAL:	5.29
FULLY ALLOCATED	RAIL:	7.77	WATER:	0	TOTAL:	7.77

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1645	Barge	5.45
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.80
		TOTAL	6.25

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 284

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Coal

TONNAGE (SHORT TONS) 13,732

BEAR ORIGIN Charleston, W. Va.
Kan. River

BEAR DESTINATION Chicago, Ill.
Ill. River

RAIL:

VARIABLE: 3.36

ALL RAIL MILES 507

FULLY ALLOCATED 4.90

ST COST ALTERNATIVE:

VARIABLE	RAIL:	3.36	WATER:	0	TOTAL:	3.36
FULLY ALLOCATED	RAIL:	4.90	WATER:	0	TOTAL:	4.90

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1331	Barge	4.04
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.58
		TOTAL	4.62

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Coal

TONNAGE (SHORT TONS) 5525

BEAR ORIGIN Pittsburgh, Pa.
U. Ohio

BEAR DESTINATION Alma, Wis.
U. U. Miss.

ALL RAIL:

VARIABLE: 4.68

FULLY ALLOCATED 6.86

ALL RAIL MILES 784

LEAST COST ALTERNATIVE:

VARIABLE	RAIL:	4.68	WATER:	0	TOTAL:	4.68
FULLY ALLOCATED	RAIL:	6.86	WATER:	0	TOTAL:	6.86

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1707	Barge	5.40
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.80
		TOTAL	6.20

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 286

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Coal

TONNAGE (SHORT TONS) 10,086

BEAR ORIGIN Van Buren, Ark.
Ark. River

BEAR DESTINATION Chicago, Ill.
Ill. River

RAIL:

VARIABLE: 4.26

FULLY ALLOCATED 6.23

ALL RAIL MILES 695

C COST ALTERNATIVE:

VARIABLE	RAIL:	4.26	WATER:	0	TOTAL:	4.26
FULLY ALLOCATED	RAIL:	6.23	WATER:	0	TOTAL:	6.23

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
HARGE TO RIVER			
ANDLING AT RIVER ORIGIN			
INE-HAUL CHARGE	1203	Barge	4.53
ANDLING AT RIVER DESTINATION			
HARGE EX RIVER			
THER			.65
		TOTAL	5.18

EMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 287

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Crude Petroleum

TONNAGE (SHORT TONS) 79206

BEAR ORIGIN Chicago, Ill, Ill. River

BEAR DESTINATION St. Louis, Mo L.U. Miss

ALL RAIL:

VARIABLE: 4.01

FULLY ALLOCATED 6.65

ALL RAIL MILES 284

LEAST COST ALTERNATIVE:

VARIABLE	RAIL:	4.01	WATER:	0	TOTAL:	4.01
FULLY ALLOCATED	RAIL:	6.65	WATER:	0	TOTAL:	6.65

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net To
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	329	Barge	1.62
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.20
		TOTAL	1.82

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 288

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Fuel Oil

TONNAGE (SHORT TONS) 2594

BEAR ORIGIN Clinton, Ia.
U. U. Miss.

BEAR DESTINATION Norco, La.
L. Miss.

L RAIL:

VARIABLE: 11.15

FULLY ALLOCATED 14.38

ALL RAIL MILES 958

AST COST ALTERNATIVE:

VARIABLE	RAIL: 4.38	WATER: 1.36	TOTAL: 5.74
FULLY ALLOCATED	RAIL: 5.95	WATER: 1.56	TOTAL: 7.51

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1342	Barge	2.26
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.33
		TOTAL	2.59

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Fuel Oil

TONNAGE (SHORT TONS) X

BEAR ORIGIN Ill. River

BEAR DESTINATION M. Ohio

ALL RAIL:

VARIABLE: 4.59

FULLY ALLOCATED 5.97

ALL RAIL MILES 336

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 4.59 WATER: 0 TOTAL: 4.59

FULLY ALLOCATED RAIL: 5.97 WATER: 0 TOTAL: 5.97

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Tor
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	798	Barge	3.23
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.37
		TOTAL	3.60

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Fuel Oil

TONNAGE (SHORT TONS) 6508

BEAR ORIGIN New Orleans, La.
L. M. Miss.

BEAR DESTINATION Chicago, Ill.
Ill. River

RAIL:

VARIABLE: 11.22

FULLY ALLOCATED 14.37

ALL RAIL MILES 930

ST COST ALTERNATIVE:

VARIABLE RAIL: 4.01 WATER: 2.62 TOTAL: 6.63

FULLY ALLOCATED RAIL: 5.23 WATER: 3.03 TOTAL: 8.26

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1387	Barge	4.21
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.62
		TOTAL	4.83

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Residual Fuel Oil
TONNAGE (SHORT TONS) 1300

BEAR ORIGIN Chicago, Ill.
Ill. River

BEAR DESTINATION Decatur, Ala.
Tenn. River

ALL RAIL:

VARIABLE: 7.21

FULLY ALLOCATED 9.29

ALL RAIL MILES 571

LEAST COST ALTERNATIVE:

VARIABLE	RAIL: 4.01	WATER: 1.95	TOTAL: 5.96
FULLY ALLOCATED	RAIL: 5.23	WATER: 2.16	TOTAL: 7.39

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	822	Barge	3.30
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.41
		TOTAL	3.71

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Residual Fuel Oil TONNAGE (SHORT TONS) X

BEAR ORIGIN Ill. River BEAR DESTINATION M. Ohio

RAIL:

VARIABLE: 5.48 ALL RAIL MILES 416

FULLY ALLOCATED 7.10

ST COST ALTERNATIVE:

VARIABLE RAIL: 5.48 WATER: 0 TOTAL: 5.48

FULLY ALLOCATED RAIL: 7.10 WATER: 0 TOTAL: 7.10

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1192	Barge	4.78
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.63
		TOTAL	5.41

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 293

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Residual Fuel Oil

TONNAGE (SHORT TONS) X

BEAR ORIGIN U. U. Miss.

BEAR DESTINATION W2GIWW

ALL RAIL:

VARIABLE: 12.00

FULLY ALLOCATED 15.46

ALL RAIL MILES 1034

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 4.38 WATER: 2.96 TOTAL: 7.34

FULLY ALLOCATED RAIL: 5.95 WATER: 3.43 TOTAL: 9.38

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net To
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1487	Barge	3.86
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.59
		TOTAL	4.45

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 294

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Residual Fuel Oil

TONNAGE (SHORT TONS) 1200

BEAR ORIGIN Chicago, Ill.
Ill. River

BEAR DESTINATION Steubenville, Ohio
U. Ohio

RAIL:

VARIABLE: 5.58

FULLY ALLOCATED 7.23

ALL RAIL MILES 425

ST COST ALTERNATIVE:

VARIABLE RAIL: 5.58 WATER: 0 TOTAL: 5.58

FULLY ALLOCATED RAIL: 7.23 WATER: 0 TOTAL: 7.23

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1254	Barge	5.73
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.78
		TOTAL	6.51

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 295

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Asphalt

TONNAGE (SHORT TONS) x

BEAR ORIGIN M. Ohio

BEAR DESTINATION U. U. Miss.

ALL RAIL:

VARIABLE: 10.07

FULLY ALLOCATED 12.91

ALL RAIL MILES 827

LEAST COST ALTERNATIVE:

VARIABLE	RAIL: 10.07	WATER: 0	TOTAL: 10.07
FULLY ALLOCATED	RAIL: 12.91	WATER: 0	TOTAL: 12.91

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net T
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1504	Barge	5.02
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.73
		TOTAL	5.75

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Asphalt

TONNAGE (SHORT TONS) x

BEAR ORIGIN U. Ohio

BEAR DESTINATION Ill. River

RAIL:

VARIABLE: 5.65

FULLY ALLOCATED 7.31

ALL RAIL MILES 431

ST COST ALTERNATIVE:

VARIABLE RAIL: 5.65 WATER: 0 TOTAL: 5.65

FULLY ALLOCATED RAIL: 7.31 WATER: 0 TOTAL: 7.31

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1492	Barge	4.57
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.68
		TOTAL	5.25

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Coke, Petroleum

TONNAGE (SHORT TONS) x

BEAR ORIGIN Tenn. River

BEAR DESTINATION U. U. Miss.

ALL RAIL:

VARIABLE: 8.18

FULLY ALLOCATED 10.52

ALL RAIL MILES 658

LEAST COST ALTERNATIVE:

VARIABLE	RAIL:	2.60	WATER:	2.03	TOTAL:	4.63
FULLY ALLOCATED	RAIL:	3.55	WATER:	2.25	TOTAL:	5.80

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net To
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	777	Barge	3.29
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.42
		TOTAL	3.71

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 298

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Cement

TONNAGE (SHORT TONS) 28,401

BEAR ORIGIN Clarksville, Mo.
U. U. Miss.

BEAR DESTINATION Memphis, Tenn.
M. Miss.

RAIL:

VARIABLE: 5.44

FULLY ALLOCATED 6.97

ALL RAIL MILES 400

ST COST ALTERNATIVE:

VARIABLE	RAIL:	2.40	WATER:	1.00	TOTAL:	3.40
FULLY ALLOCATED	RAIL:	3.45	WATER:	1.08	TOTAL:	4.53

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	488	Barge	1.12
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.12
		TOTAL	1.24

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Cement   TONNAGE (SHORT TONS) 14,789

BEAR ORIGIN Clarksville, Mo.
U. U. Miss.

BEAR DESTINATION New Orleans, La.
L. Miss.

ALL RAIL:

VARIABLE: 8.83

FULLY ALLOCATED 11.52

ALL RAIL MILES 794

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 2.40 WATER: 1.64 TOTAL: 4.04

FULLY ALLOCATED RAIL: 3.45 WATER: 1.85 TOTAL: 5.30

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1129	Barge	1.76
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.24
		TOTAL	2.00

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Cement

TONNAGE (SHORT TONS) 88,597

BEAR ORIGIN Clarksville, Mo.
U. U. Miss.

BEAR DESTINATION Mobile, Ala.
E2GIWW

L RAIL:

VARIABLE: 8.47

ALL RAIL MILES 752

FULLY ALLOCATED 11.03

AST COST ALTERNATIVE:

VARIABLE RAIL: 2.40 WATER: 2.32 TOTAL: 4.72

FULLY ALLOCATED RAIL: 3.45 WATER: 2.60 TOTAL: 6.05

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1229	Barge	2.32
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.33
		TOTAL	2.65

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 301

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Cement

TONNAGE (SHORT TONS) 17,838

BEAR ORIGIN Ottawa, Ill.
Ill. River

BEAR DESTINATION St. Charles, Mo.
Missouri River

ALL RAIL:

VARIABLE: 3.90

FULLY ALLOCATED 4.92

ALL RAIL MILES 222

LEAST COST ALTERNATIVE:

VARIABLE	RAIL: 3.90	WATER: 0	TOTAL: 3.90
FULLY ALLOCATED	RAIL: 4.92	WATER: 0	TOTAL: 4.92

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	295	Barge	1.91
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.20
		TOTAL	2.11

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Cement

TONNAGE (SHORT TONS) 14,431

BEAR ORIGIN LaSalle, Ill.
Ill. River

BEAR DESTINATION Paduçah, Ky.
L. Ohio

RAIL:

VARIABLE: 4.90

FULLY ALLOCATED 6.16

ALL RAIL MILES 305

ST COST ALTERNATIVE:

VARIABLE RAIL: 4.90 WATER: 0 TOTAL: 4.90

FULLY ALLOCATED RAIL: 5.12 WATER: 1.01 TOTAL: 6.13

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	462	Barge	1.76
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.20
		TOTAL	1.96

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Cement

TONNAGE (SHORT TONS) 40,620

BEAR ORIGIN LaSalle, Ill.
Ill. River

BEAR DESTINATION Cincinnati, Ohio
M. Ohio

ALL RAIL:

VARIABLE: 5.10

FULLY ALLOCATED 6.43

ALL RAIL MILES 329

LEAST COST ALTERNATIVE:

VARIABLE	RAIL:	5.10	WATER:	0	TOTAL:	5.10
FULLY ALLOCATED	RAIL:	6.43	WATER:	0	TOTAL:	6.43

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	919	Barge	3.69
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.47
		TOTAL	4.16

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 304

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Cement

TONNAGE (SHORT TONS) 2854

BEAR ORIGIN Ottawa, Ill.
Ill. River

BEAR DESTINATION Brownsville, Tex.
W3GIWW

RAIL:

VARIABLE: 14.35

FULLY ALLOCATED 18.74

ALL RAIL MILES 1396

ST COST ALTERNATIVE:

VARIABLE RAIL: 4.22 WATER: 5.09 TOTAL: 9.31

FULLY ALLOCATED RAIL: 5.23 WATER: 5.94 TOTAL: 11.17

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1934	Barge	6.02
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.94
		TOTAL	6.96

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 305

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Cement

TONNAGE (SHORT TONS) 12,768

BEAR ORIGIN Kansas City, Mo.
Missouri River

BEAR DESTINATION Chicago, Ill.
Ill. River

ALL RAIL:

VARIABLE: 5.88

FULLY ALLOCATED 7.56

ALL RAIL MILES 451

LEAST COST ALTERNATIVE:

VARIABLE	RAIL:	5.88	WATER:	0	TOTAL:	5.88
FULLY ALLOCATED	RAIL:	7.56	WATER:	0	TOTAL:	7.56

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net To
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	693	Barge	3.36
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.62
		TOTAL	3.98

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Cement

TONNAGE (SHORT TONS) 4067

BEAR ORIGIN Baton Rouge, La.
L. Miss.

BEAR DESTINATION Chicago, Ill.
Ill. River

L RAIL:

VARIABLE: 10.05

FULLY ALLOCATED 12.88

ALL RAIL MILES 903

AST COST ALTERNATIVE:

VARIABLE	RAIL:	4.72	WATER:	2.59	TOTAL:	7.31
FULLY ALLOCATED	RAIL:	5.83	WATER:	2.95	TOTAL:	8.78

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1262	Barge	3.94
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.58
		TOTAL	4.52

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Iron and Steel

TONNAGE (SHORT TONS) 445

BEAR ORIGIN Clinton, Ia.
U.U. Miss.

BEAR DESTINATION Decateur, Ala.
Tenn River

ALL RAIL:

VARIABLE: 6.18

FULLY ALLOCATED 8.62

ALL RAIL MILES 703

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 3.02 WATER: 2.39 TOTAL: 5.41

FULLY ALLOCATED RAIL: 4,53 WATER: 2.64 TOTAL: 7.17

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net T
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	868	Barge	2.94
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.39
		TOTAL	3.33

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Iron and Steel

TONNAGE (SHORT TONS) 409

BEAR ORIGIN St. Paul, Minn.

BEAR DESTINATION Nashville, Tenn.

RAIL: U.U. Miss.

Cumberland River

VARIABLE: 7.19

ALL RAIL MILES 846

FULLY ALLOCATED 10.04

ST COST ALTERNATIVE:

VARIABLE RAIL: 5.28 WATER: 1.89 TOTAL: 7.17

FULLY ALLOCATED RAIL: 7.34 WATER: 2.08 TOTAL: 9.42

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1092	Barge	3.26
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.45
		TOTAL	3.71

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 309

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Iron and Steel

TONNAGE (SHORT TONS) 2496

BEAR ORIGIN Davenport, Ia.

U.U. Miss.

BEAR DESTINATION Weirton, W. Va.

U. Ohio

ALL RAIL:

VARIABLE: 4.83

ALL RAIL MILES 512

FULLY ALLOCATED 6.71

LEAST COST ALTERNATIVE:

VARIABLE	RAIL:	2.82	WATER:	4.55	TOTAL:	7.37
FULLY ALLOCATED	RAIL:	4.26	WATER:	5.14	TOTAL:	9.40

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net T
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1400	Barge	5.03
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.71
		TOTAL	5.74

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 310

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Iron and Steel

TONNAGE (SHORT TONS) 1334

BEAR ORIGIN Bettendorf, Ia.

U.U. Miss.

BEAR DESTINATION Pittsburg, Pa.

Monongahola River

RAIL:

VARIABLE: 5.78

FULLY ALLOCATED 8.06

ALL RAIL MILES 647

ST COST ALTERNATIVE:

VARIABLE RAIL: 2.82 WATER: 4.85 TOTAL: 7.67

FULLY ALLOCATED RAIL: 4.26 WATER: 5.48 TOTAL: 9.74

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1471	Barge	5.42
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.75
		TOTAL	6.17

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 311

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Iron and Steel

TONNAGE (SHORT TONS) X

BEAR ORIGIN U. U. Miss.

BEAR DESTINATION M. Miss.

ALL RAIL:

VARIABLE: 7.43

FULLY ALLOCATED 10.38

ALL RAIL MILES 880

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 5.28 WATER: .99 TOTAL: 6.27

FULLY ALLOCATED RAIL: 7.34 WATER: 1.07 TOTAL: 8.41

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net To
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1054	Barge	2.36
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.35
		TOTAL	2.71

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 312

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Iron and Steel

TONNAGE (SHORT TONS) 1700

BEAR ORIGIN St. Paul, Minn

BEAR DESTINATION Tulsa, Okla.

L RAIL: U.U. Miss.

VARIABLE: 7.31

FULLY ALLOCATED 10.21

ALL RAIL MILES Ark River 863

AST COST ALTERNATIVE:

VARIABLE RAIL: 7.31 WATER: 0 TOTAL: 7.31

FULLY ALLOCATED RAIL: 10.21 WATER: 0 TOTAL: 10.21

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1502	Barge	5.92
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.88
		TOTAL	6.80

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Iron and Steel

TONNAGE (SHORT TONS) 610

BEAR ORIGIN St. Paul, Minn.
U.U. Miss.

BEAR DESTINATION Harvey, La.
W1GIWW

ALL RAIL:

VARIABLE: 10.28

FULLY ALLOCATED 14.42

ALL RAIL MILES 1284

LEAST COST ALTERNATIVE:

VARIABLE	RAIL:	5.28	WATER:	1.98	TOTAL:	7.26
FULLY ALLOCATED	RAIL:	7.34	WATER:	2.25	TOTAL:	9.59

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net To
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1649	Barge	3.36
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.52
		TOTAL	3.88

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Iron and Steel

TONNAGE (SHORT TONS) 810

BEAR ORIGIN St. Paul, Minn.

BEAR DESTINATION Houston, Texas

RAIL: U.U. Miss.

W2GIWW

VARIABLE: 8.18

ALL RAIL MILES 994

FULLY ALLOCATED 11.52

ST COST ALTERNATIVE:

VARIABLE RAIL: 2.82 WATER: 3.52 TOTAL: 6.34

FULLY ALLOCATED RAIL: 4.26 WATER: 4.03 TOTAL: 8.29

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1979	Barge	4.88
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.78
		TOTAL	5.66

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Iron and Steel

TONNAGE (SHORT TONS) 891

BEAR ORIGIN Chicago, Ill

Ill River

BEAR DESTINATION Kansas-City, Mo.

Missouri River

ALL RAIL:

VARIABLE: 4.40

FULLY ALLOCATED 6.10

ALL RAIL MILES 451

LEAST COST ALTERNATIVE:

VARIABLE	RAIL: 4.40	WATER: 0	TOTAL: 4.40
FULLY ALLOCATED	RAIL: 6.10	WATER: 0	TOTAL: 6.10

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net To
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	689	Barge	5.25
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.77
		TOTAL	6.02

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 316

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Iron and Steel

TONNAGE (SHORT TONS) 743

BEAR ORIGIN Chicago, Ill.
Ill River

BEAR DESTINATION Evansville, Ind.
L. Ohio

RAIL:

VARIABLE: 3.44

ALL RAIL MILES 289

FULLY ALLOCATED 4.66

ST COST ALTERNATIVE:

VARIABLE RAIL: 3.44 WATER: 0 TOTAL: 3.44

FULLY ALLOCATED RAIL: 4.66 WATER: 0 TOTAL: 4.66

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	707	Barge	2.84
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.34
		TOTAL	3.18

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 317

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Iron and Steel

TONNAGE (SHORT TONS) 595

BEAR ORIGIN Chicago, Ill
Ill River

BEAR DESTINATION Nashville, Tenn
Cumberland River

ALL RAIL:

VARIABLE: 5.18

FULLY ALLOCATED 7.13

ALL RAIL MILES 536

LEAST COST ALTERNATIVE:

VARIABLE	RAIL:	2.77	WATER:	1.90	TOTAL:	4.67
FULLY ALLOCATED	RAIL:	3.95	WATER:	2.09	TOTAL:	6.04

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net T
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	766	Barge	3.07
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.38
		TOTAL	3.45

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Iron and Steel

TONNAGE (SHORT TONS) 634

BEAR ORIGIN Chicago, Ill
Ill River

BEAR DESTINATION Louisville, Ky
M. Ohio

L RAIL:

VARIABLE: 3.31

FULLY ALLOCATED 4.55

ALL RAIL MILES 296

AST COST ALTERNATIVE:

VARIABLE RAIL: 3.31 WATER: 0 TOTAL: 3.31

FULLY ALLOCATED RAIL: 4.55 WATER: 0 TOTAL: 4.55

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	898	Barge	3.50
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.46
		TOTAL	3.96

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 319

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Iron and Steel
TONNAGE (SHORT TONS) 5866

BEAR ORIGIN Chicago, Ill
Ill River
BEAR DESTINATION Aliquippa, Pa.
U. Ohio

ALL RAIL:
VARIABLE: 4.70
ALL RAIL MILES 468
FULLY ALLOCATED 6.45

LEAST COST ALTERNATIVE:

VARIABLE	RAIL: 4.70	WATER: 0	TOTAL: 4.70
FULLY ALLOCATED	RAIL: 6.45	WATER: 0	TOTAL: 6.45

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net To
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1508	Barge	6.04
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.83
		TOTAL	6.87

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Iron and Steel

TONNAGE (SHORT TONS) 1152

BEAR ORIGIN Pekin, Ill

Ill River

BEAR DESTINATION Pine Bluff, Ark

Ark River

RAIL:

VARIABLE: 5.76

FULLY ALLOCATED 7.94

ALL RAIL MILES 618

ST COST ALTERNATIVE:

VARIABLE RAIL: 2.74 WATER: 1.78 TOTAL: 4.52

FULLY ALLOCATED RAIL: 4.17 WATER: 1.98 TOTAL: 6.15

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	800	Barge	2.41
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.31
		TOTAL	2.72

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 321

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY I & S Pipe TONNAGE (SHORT TONS) 252

BEAR ORIGIN Indiana Harbor, Ind. Ill. R. BEAR DESTINATION Vidalia, La. L. Miss.

ALL RAIL:

VARIABLE: 5.62

FULLY ALLOCATED 8.15

ALL RAIL MILES 757

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 2.77 WATER: 1.37 TOTAL: 4.14

FULLY ALLOCATED RAIL: 3.95 WATER: 1.52 TOTAL: 5.47

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net To
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1142	Barge	2.70
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.68
		TOTAL	3.38

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 322

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Iron and Steel

TONNAGE (SHORT TONS) 1372

BEAR ORIGIN Chicago, Ill

BEAR DESTINATION Thidodaux Jct., La.

RAIL: Ill River

VARIABLE: 8.29

W1GIWW

ALL RAIL MILES 977

FULLY ALLOCATED 11.23

ST COST ALTERNATIVE:

VARIABLE RAIL: 2.77 WATER: 2.25 TOTAL: 5.02

FULLY ALLOCATED RAIL: 3.95 WATER: 2.54 TOTAL: 6.49

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1408	Barge	3.05
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.42
		TOTAL	3.47

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 323

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Iron and Steel

TONNAGE (SHORT TONS) X

BEAR ORIGIN Ill River

BEAR DESTINATION W3GIWW

ALL RAIL:

VARIABLE: 10.95

FULLY ALLOCATED 15.30

ALL RAIL MILES 1354

LEAST COST ALTERNATIVE:

VARIABLE	RAIL:	2.77	WATER:	4.61	TOTAL:	7.38
FULLY ALLOCATED	RAIL:	3.95	WATER:	5.32	TOTAL:	9.27

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net To
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1922	Barge	5.92
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.91
		TOTAL	6.83

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 324

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Iron and Steel

TONNAGE (SHORT TONS) 619

BEAR ORIGIN Chicago, Ill

BEAR DESTINATION Mobile, Ala

RAIL: Ill River

E2GIWW

VARIABLE: 7.51

FULLY ALLOCATED 10.42

ALL RAIL MILES 866

ST COST ALTERNATIVE:

VARIABLE	RAIL:	2.77	WATER:	2.20	TOTAL:	4.97
FULLY ALLOCATED	RAIL:	3.95	WATER:	2.49	TOTAL:	6.44

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1474.	Barge	3.40
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.49
		TOTAL	3.89

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Iron and Steel

TONNAGE (SHORT TONS) X

BEAR ORIGIN Ill River

BEAR DESTINATION Open Water

ALL RAIL:

VARIABLE: 7.51

FULLY ALLOCATED 10.42

ALL RAIL MILES 866

LEAST COST ALTERNATIVE:

VARIABLE	RAIL:	2.77	WATER:	4.37	TOTAL:	7.14
FULLY ALLOCATED	RAIL:	3.95	WATER:	5.02	TOTAL:	8.97

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net To
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1956	Barge	5.70
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.86
		TOTAL	6.56

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 326

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Iron and Steel

TONNAGE (SHORT TONS) 826

BEAR ORIGIN St. Louis, Mo

BEAR DESTINATION St Paul, Minn

RAIL: L.U. Miss.

U.U. Miss.

VARIABLE: 5.28

ALL RAIL MILES 575

FULLY ALLOCATED 7.34

ST COST ALTERNATIVE:

VARIABLE RAIL: 5.28 WATER: 0 TOTAL: 5.28

FULLY ALLOCATED RAIL: 7.34 WATER: 0 TOTAL: 7.34

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	.661	Barge	2.95
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.40
		TOTAL	3.35

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 327

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Iron and Steel

TONNAGE (SHORT TONS) 791

BEAR ORIGIN St. Louis, Mo

L.U. Miss.

BEAR DESTINATION Chicago, Ill.

Ill River

ALL RAIL:

VARIABLE: 3.40

FULLY ALLOCATED 4.61

ALL RAIL MILES 284

LEAST COST ALTERNATIVE:

VARIABLE	RAIL:	3.40	WATER:	0	TOTAL:	3.40
FULLY ALLOCATED	RAIL:	4.61	WATER:	0	TOTAL:	4.61

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net To
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	362	Barge	1.76
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.21
		TOTAL	1.97

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 328

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Iron and Steel

TONNAGE (SHORT TONS) 433

BEAR ORIGIN Alton, Ill
L.U. Miss.

BEAR DESTINATION Paducah, Ky
L. Ohio

. RAIL:

VARIABLE: 2.62

FULLY ALLOCATED 3.50

ALL RAIL MILES 173

ST COST ALTERNATIVE:

VARIABLE RAIL: 2.62 WATER: 0 TOTAL: 2.62

FULLY ALLOCATED RAIL: 3.50 WATER: 0 TOTAL: 3.50

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	251	Barge	.73
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.08
		TOTAL	.81

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 329

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Iron and Steel

TONNAGE (SHORT TONS) 696

BEAR ORIGIN Alton, Ill.
L.U. Miss.

BEAR DESTINATION Louisville, Ky
M. Ohio

ALL RAIL:

VARIABLE: 3.40

ALL RAIL MILES 284

FULLY ALLOCATED 4.61

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 3.40 WATER: 0 TOTAL: 3.40

FULLY ALLOCATED RAIL: 4.61 WATER: 0 TOTAL: 4.61

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	583	Barge	2.27
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.27
		TOTAL	2.54

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Iron and Steel

TONNAGE (SHORT TONS) 353

BEAR ORIGIN Alton, Ill.

BEAR DESTINATION Rosedale, Miss.

L.U. Miss.

M. Miss.

RAIL:

VARIABLE: 4.03

FULLY ALLOCATED 5.48

ALL RAIL MILES 360

ST COST ALTERNATIVE:

VARIABLE RAIL: 4.03 WATER: 0 TOTAL: 4.03

FULLY ALLOCATED RAIL: 5.48 WATER: 0 TOTAL: 5.48

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	418	Barge	.96
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.09
		TOTAL	1.05

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 331

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Iron and Steel

TONNAGE (SHORT TONS) 633

BEAR ORIGIN Alton, Ill

L.U. Miss.

BEAR DESTINATION Little Rock Ark

Ark. River

ALL RAIL:

VARIABLE: 4.06

FULLY ALLOCATED 5.54

ALL RAIL MILES 377

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 4.06 WATER: 0 TOTAL: 4.06

FULLY ALLOCATED RAIL: 5.54 WATER: 0 TOTAL: 5.54

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net To
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	677	Barge	2.02
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.26
		TOTAL	2.28

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Iron and Steel

TONNAGE (SHORT TONS) 1350

BEAR ORIGIN Alton, Ill.

BEAR DESTINATION New Orleans, La

L.U. Miss.

L. Miss.

RAIL:

VARIABLE: 6.54

ALL RAIL MILES 729

FULLY ALLOCATED 9.06

ST COST ALTERNATIVE:

VARIABLE RAIL: 1.05 WATER: 1.63 TOTAL: 2.68

FULLY ALLOCATED RAIL: 1.50 WATER: 1.84 TOTAL: 3.34

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1058	Barge	2.07
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.30
		TOTAL	2.37

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Iron and Steel

TONNAGE (SHORT TONS) 583

BEAR ORIGIN Alton, Ill
L.U. Miss.

BEAR DESTINATION Houston, Texas
W2GIWW

ALL RAIL:

VARIABLE: 7.23

FULLY ALLOCATED 10.02

ALL RAIL MILES 826

LEAST COST ALTERNATIVE:

VARIABLE	RAIL: 1.05	WATER: 4.27	TOTAL: 5.32
FULLY ALLOCATED	RAIL: 1.50	WATER: 4.92	TOTAL: 6.42

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net To
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1343	Barge	3.41
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.49
		TOTAL	3.90

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 334

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Iron and Steel TONNAGE (SHORT TONS) X

BEAR ORIGIN L.U. Miss. BEAR DESTINATION Open Water

RAIL:

VARIABLE: 6.03 ALL RAIL MILES 657

FULLY ALLOCATED 8.34

ST COST ALTERNATIVE:

VARIABLE RAIL: 6.03 WATER: 0 TOTAL: 6.03

FULLY ALLOCATED RAIL: 8.34 WATER: 0 TOTAL: 8.34

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1581	Barge	4.28
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.68
		TOTAL	4.96

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 335

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Iron and Steel   TONNAGE (SHORT TONS) 1072

BEAR ORIGIN Decatur, Ala.   BEAR DESTINATION Minneapolis, Minn.

Tenn River   U.U. Miss.

ALL RAIL:

VARIABLE: 8.29   ALL RAIL MILES 977

FULLY ALLOCATED 11.45

LEAST COST ALTERNATIVE:

VARIABLE   RAIL: 5.35   WATER: 1.97   TOTAL: 7.32

FULLY ALLOCATED   RAIL: 7.65   WATER: 2.18   TOTAL: 9.83

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net T
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1208	Barge	4.50
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.62
		TOTAL	5.12

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 336

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Iron and Steel

TONNAGE (SHORT TONS) 2261

BEAR ORIGIN Paducah, Ky

BEAR DESTINATION Alton, Ill

RAIL: Tenn River

L.U. Miss

VARIABLE: 2.64

ALL RAIL MILES 175

FULLY ALLOCATED 3.52

T COST ALTERNATIVE:

VARIABLE RAIL: 1.23 WATER: 1.34 TOTAL: 2.57

FULLY ALLOCATED RAIL: 1.68 WATER: 1.43 TOTAL: 3.11

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	267	Barge	1.25
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.11
		TOTAL	1.36

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Iron and Steel

TONNAGE (SHORT TONS) 1099

BEAR ORIGIN Nashville, Tenn
Cumberland River

BEAR DESTINATION Chicago, Ill
Ill. River

ALL RAIL:

VARIABLE: 5.18

FULLY ALLOCATED 7.13

ALL RAIL MILES 536

LEAST COST ALTERNATIVE:

VARIABLE	RAIL:	2.77	WATER:	1.66	TOTAL:	4.43
FULLY ALLOCATED	RAIL:	3.95	WATER:	1.83	TOTAL:	5.78

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net To
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	798	Barge	3.03
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.40
		TOTAL	3.43

REMARKS:

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Iron and Steel

TONNAGE (SHORT TONS) 20757

BEAR ORIGIN Nashville, Tenn
Cumberland River

BEAR DESTINATION Alton, Ill
L.U. Miss.

RAIL:

VARIABLE: 3.77

FULLY ALLOCATED 5.13

ALL RAIL MILES 336

T COST ALTERNATIVE:

VARIABLE RAIL: 1.23 WATER: 1.66 TOTAL: 2.89

FULLY ALLOCATED RAIL: 1.68 WATER: 1.83 TOTAL: 3.51

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	457	Barge	1.67
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.19
		TOTAL	1.86

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Iron and Steel

TONNAGE (SHORT TONS) 537

BEAR ORIGIN Ironton, Ohio
M. Ohio

BEAR DESTINATION Minneapolis, Minn
U.U. Miss

ALL RAIL:
VARIABLE: 7.03
FULLY ALLOCATED 9.82

ALL RAIL MILES 824

LEAST COST ALTERNATIVE:
VARIABLE RAIL: 7.03 WATER: 0 TOTAL: 7.03
FULLY ALLOCATED RAIL: 9.82 WATER: 0 TOTAL: 9.82

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net To
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1508	Barge	5.04
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.75
		TOTAL	5.79

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Iron and Steel

TONNAGE (SHORT TONS) 1289

BEAR ORIGIN Huntington, W. Va.

BEAR DESTINATION Peoria, Ill.

M. Ohio

Ill River

RAIL:

VARIABLE: 4.71

ALL RAIL MILES 469

FULLY ALLOCATED 6.46

ST COST ALTERNATIVE:

VARIABLE RAIL: 1.98 WATER: 2.52 TOTAL: 4.50

FULLY ALLOCATED RAIL: 2.79 WATER: 2.85 TOTAL: 5.64

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1057	Barge	3.14
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.45
		TOTAL	3.59

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Iron and Steel

TONNAGE (SHORT TONS) 1132

BEAR ORIGIN Cincinnati, Ohio

M. Ohio

BEAR DESTINATION Alton, Illinois

L.U. Miss.

ALL RAIL:

VARIABLE: 3.70

FULLY ALLOCATED 5.10

ALL RAIL MILES 487

LEAST COST ALTERNATIVE:

VARIABLE	RAIL:	1.23	WATER:	2.22	TOTAL:	3.45
FULLY ALLOCATED	RAIL:	1.68	WATER:	2.50	TOTAL:	4.18

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Tor
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	716	Barge	2.14
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.29
		TOTAL	2.43

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Iron and Steel

TONNAGE (SHORT TONS) 1308

BEAR ORIGIN St. Albans, W. Va.

BEAR DESTINATION Chicago, Illinois

RAIL: Kan River

Ill River

VARIABLE: 4.83

ALL RAIL MILES 487

FULLY ALLOCATED 6.64

ST COST ALTERNATIVE:

VARIABLE	RAIL: 4.83	WATER: 0	TOTAL: 4.83
FULLY ALLOCATED	RAIL: 6.64	WATER: 0	TOTAL: 6.64

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1308	Barge	4.16
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.60
		TOTAL	4.76

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 343

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Iron and Steel

TONNAGE (SHORT TONS) 832

BEAR ORIGIN Baden, Pa.

BEAR DESTINATION Cordova, .Ill

U. Ohio

U.U. Miss.

ALL RAIL:

VARIABLE: 5.68

FULLY ALLOCATED 7.78

ALL RAIL MILES 602

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 5.68 WATER: 0 TOTAL: 5.68

FULLY ALLOCATED RAIL: 7.78 WATER: 0 TOTAL: 7.78

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net To
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1463	Barge	4.32
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.65
		TOTAL	4.97

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 344

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Iron and Steel

TONNAGE (SHORT TONS) 642

BEAR ORIGIN Aliquippa, Pa.
U. Ohio

BEAR DESTINATION Chicago, Ill
Ill. River

RAIL:

VARIABLE: 4.70

ALL RAIL MILES 468

FULLY ALLOCATED 6.45

T COST ALTERNATIVE:

VARIABLE RAIL: 2.77 WATER: 1.77 TOTAL: 4.54

FULLY ALLOCATED RAIL: 3.95 WATER: 1.97 TOTAL: 5.92

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1474	Barge	4.46
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.66
		TOTAL	5.12

REMARKS:

EXPLANATION OF REFERENCE MARKS

1 Cincinnati, Ohio
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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Iron and Steel

TONNAGE (SHORT TONS) 3351

BEAR ORIGIN Aliquippa, Pa.
U. Ohio

BEAR DESTINATION Alton, Ill.
L.U. Miss

ALL RAIL:

VARIABLE: 5.52

ALL RAIL MILES 584

FULLY ALLOCATED 7.61

LEAST COST ALTERNATIVE:

VARIABLE	RAIL: 1.23	WATER: 3.21	TOTAL: 4.44
FULLY ALLOCATED	RAIL: 1.68	WATER: 3.67	TOTAL: 5.35

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net To
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1165	Barge	3.23
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.47
		TOTAL	3.70

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 346

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Iron and Steel

TONNAGE (SHORT TONS) 600

BEAR ORIGIN Pittsburgh, Pa.

BEAR DESTINATION Rock Island, Ill

RAIL: Monongahela River

U.U. Miss

VARIABLE: 5.96

ALL RAIL MILES 647

FULLY ALLOCATED 8.24

T COST ALTERNATIVE:

VARIABLE	RAIL:	2.82	WATER:	0 3.28	TOTAL:	6.10
FULLY ALLOCATED	RAIL:	4.26	WATER:	3.74	TOTAL:	8.00

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1471	Barge	4.40
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.65
		TOTAL	5.05

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 347

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Iron and Steel

TONNAGE (SHORT TONS) 2820

BEAR ORIGIN Memphis, Tenn

BEAR DESTINATION St. Paul, Minn.

M. Miss.

U. U. Miss.

ALL RAIL:

VARIABLE: 7.61

FULLY ALLOCATED 10.56

ALL RAIL MILES 880

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 5.28 WATER: 1.46 TOTAL: 6.74

FULLY ALLOCATED RAIL: 7.34 WATER: 1.61 TOTAL: 8.95

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1054	Barge	4.03
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.55
		TOTAL	4.58

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Iron and Steel

TONNAGE (SHORT TONS) 1338

BEAR ORIGIN Memphis, Tenn

BEAR DESTINATION Chicago, Il

M. Miss.

Ill River

RAIL:

VARIABLE: 5.28

ALL RAIL MILES 536

FULLY ALLOCATED 7.13

T COST ALTERNATIVE:

VARIABLE RAIL: 2.77 WATER: 1.77 TOTAL: 4.54

FULLY ALLOCATED RAIL: 3.95 WATER: 1.98 TOTAL: 5.93

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	894	Barge	3.13
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.43
		TOTAL	3.56

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 349

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Iron and Steel TONNAGE (SHORT TONS) 1340

BEAR ORIGIN Memphis, Tenn BEAR DESTINATION Alton, Ill

M. Miss. L.U. Miss

ALL RAIL:

VARIABLE: 3.69 ALL RAIL MILES 333

FULLY ALLOCATED 5.10

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 1.23 WATER: 1.46 TOTAL: 2.69

FULLY ALLOCATED RAIL: 1.68 WATER: 1.62 TOTAL: 3.30

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net To
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	419	Barge	1.48
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.18
		TOTAL	1.66

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 350

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Iron and Steel

TONNAGE (SHORT TONS) 306

BEAR ORIGIN Little Rock, Ark
Ark River

BEAR DESTINATION Chicago, Ill
Ill. R.

RAIL:

VARIABLE: 5.69

FULLY ALLOCATED 7.92

ALL RAIL MILES 633

ST COST ALTERNATIVE:

VARIABLE	RAIL:	2.77	WATER:	2.35	TOTAL:	5.12
FULLY ALLOCATED	RAIL:	3.95	WATER:	2.64	TOTAL:	6.59

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	903	Barge	3.74
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.57
		TOTAL	4.31

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 351

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Iron and Steel

TONNAGE (SHORT TONS) 780

BEAR ORIGIN Pines Bluff, Ark
Ark River

BEAR DESTINATION Alton, Ill
L.U. Miss.

ALL RAIL:

VARIABLE: 4.24

ALL RAIL MILES 430

FULLY ALLOCATED 5.89

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 1.23 WATER: 2.17 TOTAL: 3.40

FULLY ALLOCATED RAIL: 1.68 WATER: 2.44 TOTAL: 4.12

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net T
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	.629	Barge	2.19
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.31
		TOTAL	2.50

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 352

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Iron and Steel

TONNAGE (SHORT TONS) 3464

BEAR ORIGIN Baton Rouge, La.
L. Miss.

BEAR DESTINATION Keokuk, Ia
U.U. Miss.

RAIL:

VARIABLE: 7.33

FULLY ALLOCATED 10.16

ALL RAIL MILES 840

T COST ALTERNATIVE:

VARIABLE RAIL: 2.46 WATER: 2.71 TOTAL: 5.17

FULLY ALLOCATED RAIL: 3.73 WATER: 3.10 TOTAL: 6.83

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1146	Barge	3.37
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.49
		TOTAL	3.86

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 353

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Iron and Steel

TONNAGE (SHORT TONS) 102

BEAR ORIGIN New Orleans, La. Lower Miss.

BEAR DESTINATION Chicago, Ill. Ill. R.

ALL RAIL:

VARIABLE: 6.66

FULLY ALLOCATED 9.69

ALL RAIL MILES 930

LEAST COST ALTERNATIVE:

VARIABLE	RAIL:	2.77	WATER:	2.87	TOTAL:	5.64
FULLY ALLOCATED	RAIL:	3.95	WATER:	3.29	TOTAL:	7.24

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net T
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1398	Barge	4.24
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.63
		TOTAL	4.87

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Iron and Steel

TONNAGE (SHORT TONS) 27134

BEAR ORIGIN New Orleans, La.

L. Miss.

BEAR DESTINATION Alton, Il.

L.U. Miss.

RAIL:

VARIABLE: 6.53

FULLY ALLOCATED 9.04

ALL RAIL MILES 727

ST COST ALTERNATIVE:

VARIABLE RAIL: 1.23 WATER: 2.87 TOTAL: 4.10

FULLY ALLOCATED RAIL: 1.68 WATER: 3.28 TOTAL: 4.96

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1058	Barge	2.89
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.43
		TOTAL	3.32

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Iron and Steel

TONNAGE (SHORT TONS) 72

BEAR ORIGIN Lockport, La.

BEAR DESTINATION Chicago, Il

W1GIWW

Ill. River

ALL RAIL:

VARIABLE: 9.06

ALL RAIL MILES 1111

FULLY ALLOCATED 12.69

LEAST COST ALTERNATIVE:

VARIABLE	RAIL:	2.77	WATER:	3.33	TOTAL:	6.10
FULLY ALLOCATED	RAIL:	3.95	WATER:	3.80	TOTAL:	7.75

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net T
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1408	Barge	4.71
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.69
		TOTAL	5.40

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 356

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Iron and Steel

TONNAGE (SHORT TONS) 348

BEAR ORIGIN Harvey, La.

BEAR DESTINATION Portage, Ill

RAIL: W1GIWW

L.U. Miss.

VARIABLE: 6.47

ALL RAIL MILES 745

FULLY ALLOCATED 9.03

ST COST ALTERNATIVE:

VARIABLE RAIL: 1.08 WATER: 3.33 TOTAL: 4.41

FULLY ALLOCATED RAIL: 1.55 WATER: 3.80 TOTAL: 5.35

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1076	Barge	3.38
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.49
		TOTAL	3.87

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 357

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Iron and Steel

TONNAGE (SHORT TONS) 755

BEAR ORIGIN Houston, Texas

BEAR DESTINATION Rock Island, Illinoi

W2GIWW

U.U. Miss.

ALL RAIL:

VARIABLE: 8.23

ALL RAIL MILES 994

FULLY ALLOCATED 11.52

LEAST COST ALTERNATIVE:

VARIABLE	RAIL:	2.82	WATER:	4.82	TOTAL:	7.64
FULLY ALLOCATED	RAIL:	4.13	WATER:	5.55	TOTAL:	9.68

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1668	Barge	5.94
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.92
		TOTAL	6.86

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 358

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Iron and Steel

TONNAGE (SHORT TONS) 207

BEAR ORIGIN Houston, Texas
W2GIWW

BEAR DESTINATION Chicago, Illinois
Illinois River

L RAIL:

VARIABLE: 8.85

FULLY ALLOCATED 12.40

ALL RAIL MILES 1082

AST COST ALTERNATIVE:

VARIABLE RAIL: 2.77 WATER: 4.82 TOTAL: 7.59

FULLY ALLOCATED RAIL: 3.95 WATER: 5.55 TOTAL: 9.50

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	107	Barge	6.10
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.94
		TOTAL	7.04

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 359

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Iron and Steel TONNAGE (SHORT TONS) 1197

BEAR ORIGIN Brownsville, Texas BEAR DESTINATION Quincy, Illinois

W3GIWW U.U. Miss.

ALL RAIL:

VARIABLE: 10.44 ALL RAIL MILES 1307

FULLY ALLOCATED 14.65

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 2.19 WATER: 5.80 TOTAL: 7.99

FULLY ALLOCATED RAIL: 3.26 WATER: 6.68 TOTAL: 9.94

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1704	Barge	6.20
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.98
		TOTAL	7.18

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 360

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Iron and Steel TONNAGE (SHORT TONS) 2431

BEAR ORIGIN Brownsville, Texas BEAR DESTINATION Chicago, Illinois

W3GIWW Illinois River

L RAIL:

VARIABLE: 10.77

ALL RAIL MILES 1354

FULLY ALLOCATED 15.12

AST COST ALTERNATIVE:

VARIABLE RAIL: 2.77 WATER: 5.80 TOTAL: 8.57

FULLY ALLOCATED RAIL: 3.95 WATER: 6.68 TOTAL: 10.63

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1922	Barge	7.07
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			1.11
		TOTAL	8.18

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 361

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Iron and Steel TONNAGE (SHORT TONS) 9364

BEAR ORIGIN Mobile, Alabama BEAR DESTINATION Chicago, Illinois

E2GIWW Illinois River

ALL RAIL:

VARIABLE: 7.51

FULLY ALLOCATED 10.42

ALL RAIL MILES 866

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 2.77 WATER: 3.44 TOTAL: 6.21

FULLY ALLOCATED RAIL: 3.95 WATER: 3.93 TOTAL: 7.88

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net To
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1505	Barge	4.84
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.72
		TOTAL	5.56

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 362

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Industrial Chemicals

TONNAGE (SHORT TONS) 3300

BEAR ORIGIN Louisianna, Missouri

BEAR DESTINATION Omaha, Nebraska

U.U. Miss.

Missouri River

RAIL:

VARIABLE: 6.14

ALL RAIL MILES 377

FULLY ALLOCATED 8.85

ST COST ALTERNATIVE:

VARIABLE RAIL: 2.35 WATER: 3.33 TOTAL: 5.68

FULLY ALLOCATED RAIL: 3.59 WATER: 4.11 TOTAL: 7.70

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	734	Barge	6.86
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			1.08
		TOTAL	7.94

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 363

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Industrial Chemicals

TONNAGE (SHORT TONS) 7500

BEAR ORIGIN Dubuque, Iowa
U.U. Miss.

BEAR DESTINATION Hartford, Illinois
L.U. Miss.

ALL RAIL:
VARIABLE: 4.32
FULLY ALLOCATED 6.48

ALL RAIL MILES 290

LEAST COST ALTERNATIVE:

VARIABLE	RAIL: 4.32	WATER: 0	TOTAL: 4.32
FULLY ALLOCATED	RAIL: 6.48	WATER: 0	TOTAL: 6.48

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	375	Barge	1.13
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.15
		TOTAL	1.28

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 364

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Industrial Chemicals

TONNAGE (SHORT TONS) 1307

BEAR ORIGIN Hamilton, Illinois
U.U. Miss.

BEAR DESTINATION Vidalia, La.
M. Miss.

L RAIL:

VARIABLE: 9.10

FULLY ALLOCATED 11.78

ALL RAIL MILES 774

AST COST ALTERNATIVE:

VARIABLE RAIL: 3.41 WATER: 1.03 TOTAL: 4.44

FULLY ALLOCATED RAIL: 4.70 WATER: 1.16 TOTAL: 5.86

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	834	Barge	1.59
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.20
		TOTAL	1.79

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Industrial Chemicals TONNAGE (SHORT TONS) 4149

BEAR ORIGIN Clinton, Ia. BEAR DESTINATION Norco, La.

U.U. Miss. L. Miss.

ALL RAIL:

VARIABLE: 11.17 ALL RAIL MILES 958

FULLY ALLOCATED 14.40

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 4.40 WATER: 1.41 TOTAL: 5.81

FULLY ALLOCATED RAIL: 5.97 WATER: 1.61 TOTAL: 7.58

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net To
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1342	Barge	2.26
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.33
		TOTAL	2.59

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Industrial Chemicals
TONNAGE (SHORT TONS) 1378

BEAR ORIGIN Albany, Illinois
U.U. Miss.
BEAR DESTINATION Pt. Arthur, Texas
W2GIWW

LL RAIL:
VARIABLE: 12.00
FULLY ALLOCATED 15.46
ALL RAIL MILES 1034

EAST COST ALTERNATIVE:
VARIABLE RAIL: 4.40 WATER: 3.01 TOTAL: 7.41
FULLY ALLOCATED RAIL: 5.97 WATER: 3.48 TOTAL: 9.45

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1487	Barge	3.86
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.59
		TOTAL	4.45

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 367

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Industrial Chemicals

TONNAGE (SHORT TONS) 1400

BEAR ORIGIN Chicago, Ill.

BEAR DESTINATION Decatur, Ala.

Ill. River.

Tenn River

ALL RAIL:

VARIABLE: 7.19

FULLY ALLOCATED 9.26

ALL RAIL MILES 569

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 4.01 WATER: 2.19 TOTAL: 6.20

FULLY ALLOCATED RAIL: 5.23 WATER: 2.44 TOTAL: 7.67

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Tor
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	899	Barge	3.60
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.46
		TOTAL	4.06

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Industrial Chemicals

TONNAGE (SHORT TONS) 12224

BEAR ORIGIN Chicago, Ill.
Ill. River

BEAR DESTINATION Ironton, Ohio
M. Ohio

L RAIL:

VARIABLE: 5.48

FULLY ALLOCATED 7.10

ALL RAIL MILES 416

AST COST ALTERNATIVE:

VARIABLE	RAIL: 5.48	WATER: 0	TOTAL: 5.48
FULLY ALLOCATED	RAIL: 7.10	WATER: 0	TOTAL: 7.10

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1192	Barge	4.78
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.63
		TOTAL	5.41

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 369

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Industrial Chemicals

TONNAGE (SHORT TONS) 6756

BEAR ORIGIN Chicago, Illinois
Ill. River

BEAR DESTINATION Steubenville, Ohio
U. Ohio

ALL RAIL:

VARIABLE: 5.58

FULLY ALLOCATED 7.23

ALL RAIL MILES 425

LEAST COST ALTERNATIVE:

VARIABLE	RAIL: 5.58	WATER: 0	TOTAL: 5.58
FULLY ALLOCATED	RAIL: 7.23	WATER: 0	TOTAL: 7.23

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1254	Barge	5.73
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.78
		TOTAL	6.51

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Industrial Chemicals

TONNAGE (SHORT TONS) 11585

BEAR ORIGIN Chicago, Illinois

Ill. River

BEAR DESTINATION Pittsburgh, Pa.

Monongahela River

LL RAIL:

VARIABLE: 6.06

FULLY ALLOCATED 7.83

ALL RAIL MILES 468

EAST COST ALTERNATIVE:

VARIABLE	RAIL:	6.06	WATER:	0	TOTAL:	6.06
FULLY ALLOCATED	RAIL:	7.83	WATER:	0	TOTAL:	7.83

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1548	Barge	6.20
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.85
		TOTAL	7.05

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 371

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Industrial Chemicals

TONNAGE (SHORT TONS) 8952

BEAR ORIGIN Chicago, Ill
Ill. River

BEAR DESTINATION Memphis, Tenn
M. Miss.

ALL RAIL:

VARIABLE: 6.82

FULLY ALLOCATED 8.79

ALL RAIL MILES 536

LEAST COST ALTERNATIVE:

VARIABLE	RAIL:	4.01	WATER:	.80	TOTAL:	4.81
FULLY ALLOCATED	RAIL:	5.23	WATER:	.88	TOTAL:	6.11

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	755	Barge	2.27
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.28
		TOTAL	2.55

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Industrial Chemicals

TONNAGE (SHORT TONS) 3180

BEAR ORIGIN Joliet, Illinois
Ill. River

BEAR DESTINATION Avondale, La
L. Miss.

RAIL:

VARIABLE: 10.93

FULLY ALLOCATED 14.00

ALL RAIL MILES 904

ST COST ALTERNATIVE:

VARIABLE RAIL: 3.73 WATER: 1.42 TOTAL: 5.15

FULLY ALLOCATED RAIL: 4.88 WATER: 1.63 TOTAL: 6.51

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1344	Barge	2.75
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.39
		TOTAL	3.14

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 373

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Industrial Chemicals

TONNAGE (SHORT TONS) 1384

BEAR ORIGIN Chicago, Illinois

BEAR DESTINATION Berwick, La.

Ill. River

ATMC

ALL RAIL:

VARIABLE: 11.92

FULLY ALLOCATED 15.26

ALL RAIL MILES 993

LEAST COST ALTERNATIVE:

VARIABLE	RAIL:	4.01	WATER:	1.93	TOTAL:	5.94
FULLY ALLOCATED	RAIL:	5.23	WATER:	2.20	TOTAL:	7.43

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net T
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1357	Barge	3.33
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.47
		TOTAL	3.80

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Industrial Chemicals

TONNAGE (SHORT TONS) 2859

BEAR ORIGIN Chicago, Illinois
Ill. River

BEAR DESTINATION Houma, La.
WIGIWW

LL RAIL:

VARIABLE: 11.91

FULLY ALLOCATED 15.24

ALL RAIL MILES 992

EAST COST ALTERNATIVE:

VARIABLE RAIL: 4.01 WATER: 1.52 TOTAL: 5.53

FULLY ALLOCATED RAIL: 5.23 WATER: 1.72 TOTAL: 6.95

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1353	Barge	3.31
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.47
		TOTAL	3.78

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Industrial Chemicals

TONNAGE (SHORT TONS) 4064

BEAR ORIGIN Chicago, Illinois

Ill. River

BEAR DESTINATION Houston, Texas

W2GIWW

ALL RAIL:

VARIABLE: 12.91

FULLY ALLOCATED 16.51

ALL RAIL MILES 1082

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 4.01 WATER: 3.09 TOTAL: 7.10

FULLY ALLOCATED RAIL: 5.23 WATER: 3.56 TOTAL: 8.79

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1609	Barge	4.49
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.67
		TOTAL	5.16

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Industrial Chemicals

TONNAGE (SHORT TONS) 800

BEAR ORIGIN Chicago, Illinois

Ill. River

BEAR DESTINATION Pascagoula, Miss.

E2GIWW

RAIL:

VARIABLE: 11.07

FULLY ALLOCATED 14.18

ALL RAIL MILES 917

ST COST ALTERNATIVE:

VARIABLE RAIL: 4.01 WATER: 1.93 TOTAL: 5.94

FULLY ALLOCATED RAIL: 5.23 WATER: 2.17 TOTAL: 7.40

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1314	Barge	3.28
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.46
		TOTAL	3.74

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 377

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Industrial Chemicals

TONNAGE (SHORT TONS) 926

BEAR ORIGIN Paducah, Ky.
Tenn. R.

BEAR DESTINATION Winona, Wisconsin
U.U. Miss.

ALL RAIL:

VARIABLE: 8.18

FULLY ALLOCATED 10.52

ALL RAIL MILES 658

LEAST COST ALTERNATIVE:

VARIABLE	RAIL: 2.62	WATER: 2.08	TOTAL: 4.70
FULLY ALLOCATED	RAIL: 3.57	WATER: 2.30	TOTAL: 5.87

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	777	Barge	3.29
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.42
		TOTAL	3.71

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 378

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Industrial Chemicals

TONNAGE (SHORT TONS) 33576

BEAR ORIGIN Paducah, Ky.

Tenn. River

BEAR DESTINATION Chicago, Illinois

Ill. River

L RAIL:

VARIABLE: 4.92

FULLY ALLOCATED 6.36

ALL RAIL MILES 364

AST COST ALTERNATIVE:

VARIABLE RAIL: 4.92 WATER: 0 TOTAL: 4.92

FULLY ALLOCATED RAIL: 6.36 WATER: 0 TOTAL: 6.36

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	584	Barge	2.52
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.30
		TOTAL	2.82

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Industrial Chemicals

TONNAGE (SHORT TONS) 1277

BEAR ORIGIN Kenova, W. Va.
M. Ohio

BEAR DESTINATION St. Paul, Minn.
U.U. Miss.

ALL RAIL:

VARIABLE: 10.07

FULLY ALLOCATED 12.91

ALL RAIL MILES 827

LEAST COST ALTERNATIVE:

VARIABLE	RAIL: 10.07	WATER: 0	TOTAL: 10.07
FULLY ALLOCATED	RAIL: 12.91	WATER: 0	TOTAL: 12.91

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1504	Barge	5.02
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.73
		TOTAL	5.75

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Industrial Chemicals

TONNAGE (SHORT TONS) 919

BEAR ORIGIN Charleston, W. Va.

Kan. River

BEAR DESTINATION St. Paul, Minn.

U.U. Miss.

RAIL:

VARIABLE: 10.35

FULLY ALLOCATED 13.37

ALL RAIL MILES 885

ST COST ALTERNATIVE:

VARIABLE RAIL: 10.35 WATER: 0 TOTAL: 10.35

FULLY ALLOCATED RAIL: 13.37 WATER: 0 TOTAL: 13.37

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1604	Barge	4.53
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.71
		TOTAL	5.24

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Industrial Chemicals TONNAGE (SHORT TONS) 1200

BEAR ORIGIN Moundsville, W. Va. BEAR DESTINATION St. Paul, Minn.

U. Ohio U.U. Miss.

ALL RAIL:

VARIABLE: 11.02

FULLY ALLOCATED 14.22

ALL RAIL MILES 945

LEAST COST ALTERNATIVE:

VARIABLE	RAIL:	11.02	WATER:	0	TOTAL:	11.02
FULLY ALLOCATED	RAIL:	14.22	WATER:	0	TOTAL:	14.22

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1701	Barge	4.64
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.75
		TOTAL	5.39

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Industrial Chemicals TONNAGE (SHORT TONS) 1278

BEAR ORIGIN Midland, Pa. BEAR DESTINATION Chicago, Ill.

U. Ohio Ill. River

L RAIL:

VARIABLE: 5.29 ALL RAIL MILES 431

FULLY ALLOCATED 6.95

AST COST ALTERNATIVE:

VARIABLE RAIL: 5.29 WATER: 0 TOTAL: 5.29

FULLY ALLOCATED RAIL: 6.95 WATER: 0 TOTAL: 6.95

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1492	Barge	4.57
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.68
		TOTAL	5.25

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Industrial Chemicals

TONNAGE (SHORT TONS) 15399

BEAR ORIGIN Pittsburgh, Pa.
Monongehela River

BEAR DESTINATION Louisianna, Mo.
U.U. Miss.

ALL RAIL:

VARIABLE: 7.89

FULLY ALLOCATED 10.24

ALL RAIL MILES 664

LEAST COST ALTERNATIVE:

VARIABLE	RAIL: 7.89	WATER: 0	TOTAL: 7.89
FULLY ALLOCATED	RAIL: 10.24	WATER: 0	TOTAL: 10.24

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1281	Barge	3.62
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.54
		TOTAL	4.16

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Industrial Chemicals   TONNAGE (SHORT TONS) 10510

BEAR ORIGIN Lake Charles, La.   BEAR DESTINATION St. Paul, Minn.

RAIL: W1GIWW   U.U. Miss.   ALL RAIL MILES 1287

VARIABLE: 14.82

FULLY ALLOCATED 19.03

AST COST ALTERNATIVE:

VARIABLE RAIL: 8.29 WATER: 3.55 TOTAL: 11.84

FULLY ALLOCATED RAIL: 12.57 WATER: 4.13 TOTAL: 16.70

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1794	Barge	6.31
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			1.04
		TOTAL	7.35

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Industrial Chemicals TONNAGE (SHORT TONS) 1191

BEAR ORIGIN Beaumont, Texas BEAR DESTINATION St. Paul, Minn.

W2GIWW U.U. Miss.

ALL RAIL:

VARIABLE:	15.29	ALL RAIL MILES 1329
FULLY ALLOCATED	19.64	

LEAST COST ALTERNATIVE:

VARIABLE	RAIL:	8.29	WATER:	3.62	TOTAL:	11.91
FULLY ALLOCATED	RAIL:	12.57	WATER:	4.18	TOTAL:	16.75

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1810	Barge	6.38
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.95
		TOTAL	7.33

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Industrial Chemicals

TONNAGE (SHORT TONS) 10000

BEAR ORIGIN Slidell, La.
E1GIWW

BEAR DESTINATION Louisianna, Mo.
U.U. Miss.

ALL RAIL:

VARIABLE: 9.71

FULLY ALLOCATED 12.56

ALL RAIL MILES 829

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 2.53 WATER: 2.58 TOTAL: 5.11

FULLY ALLOCATED RAIL: 3.59 WATER: 2.96 TOTAL: 6.55

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1047	Barge	3.00
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.44
		TOTAL	3.44

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Industrial Chemicals TONNAGE (SHORT TONS) 5000

BEAR ORIGIN Slidell, La. BEAR DESTINATION Peru, Ill.

ALL RAIL: E1GIWW Ill. River

VARIABLE: 10.99 ALL RAIL MILES 910

FULLY ALLOCATED 14.08

LEAST COST ALTERNATIVE:

VARIABLE	RAIL:	3.29	WATER:	2.58	TOTAL:	5.87
FULLY ALLOCATED	RAIL:	4.31	WATER:	2.96	TOTAL:	7.27

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1205	Barge	3.64
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.53
		TOTAL	4.17

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Industrial Chemicals

TONNAGE (SHORT TONS) 5000

BEAR ORIGIN Pascagoula, Miss.

BEAR DESTINATION Pekin, Ill.

E2GIWW

Ill. River

LL RAIL:

VARIABLE: 10.37

FULLY ALLOCATED 13.29

ALL RAIL MILES 854

EAST COST ALTERNATIVE:

VARIABLE RAIL: 2.54 WATER: 2.95 TOTAL: 5.49

FULLY ALLOCATED RAIL: 3.37 WATER: 3.38 TOTAL: 6.75

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1156	Barge	3.76
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.54
		TOTAL	4.30

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Industrial Chemicals

TONNAGE (SHORT TONS) 11437

BEAR ORIGIN Birmingham, Ala.
Warrior River

BEAR DESTINATION Chicago, Ill.
Ill. River

ALL RAIL:

VARIABLE: 8.14

FULLY ALLOCATED 10.46

ALL RAIL MILES 654

LEAST COST ALTERNATIVE:

VARIABLE	RAIL: 8.14	WATER: 0	TOTAL: 8.14
FULLY ALLOCATED	RAIL: 10.46	WATER: 0	TOTAL: 10.46

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Tor
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1772	Barge	6.59
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			1.00
		TOTAL	7.59

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Agricultural Chemicals

TONNAGE (SHORT TONS) 3629

BEAR ORIGIN Louisiana, Missouri
U. U. Miss.

BEAR DESTINATION New Haven, Missouri
Missouri River

ALL RAIL:

VARIABLE: 2.29

FULLY ALLOCATED 3.15

ALL RAIL MILES 162

LEAST COST ALTERNATIVE:

VARIABLE	RAIL: 2.29	WATER: 0	TOTAL: 2.29
FULLY ALLOCATED	RAIL: 3.15	WATER: 0	TOTAL: 3.15

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	168	Barge	1.47
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.16
		TOTAL	1.64

REMARKS:

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Agricultural Chemicals

TONNAGE (SHORT TONS) 5173

BEAR ORIGIN Louisiana, Missouri
U. U. Miss.

BEAR DESTINATION Henderson, Kentuck
L. Ohio

ALL RAIL:

VARIABLE: 3.54

FULLY ALLOCATED 4.73

ALL RAIL MILES 274

LEAST COST ALTERNATIVE:

VARIABLE	RAIL: 3.54	WATER: 0	TOTAL: 3.54
FULLY ALLOCATED	RAIL: 4.73	WATER: 0	TOTAL: 4.73

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net To
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	425	Barge	1.49
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.17
		TOTAL	1.66

REMARKS:

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Agricultural Chemicals

TONNAGE (SHORT TONS) 1400

BEAR ORIGIN Minneapolis, Minn.
U. U. Miss.

BEAR DESTINATION Sheffield, Ala.
Tenn. River

ALL RAIL:

VARIABLE: 11.23

FULLY ALLOCATED 14.49

ALL RAIL MILES 9.64

EAST COST ALTERNATIVE:

VARIABLE RAIL: 8.41 WATER: 1.99 TOTAL: 10.40

FULLY ALLOCATED RAIL: 14.49 WATER: 0 TOTAL: 14.49

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1154	Barge	3.48
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.49
		TOTAL	3.97

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Agricultural Chemicals

TONNAGE (SHORT TONS) 2241

BEAR ORIGIN Louisiana, Missouri
U. U. Miss.

BEAR DESTINATION Louisville, Kentuck
M. Ohio

ALL RAIL:

VARIABLE: 4.60

FULLY ALLOCATED 6.07

ALL RAIL MILES 369

LEAST COST ALTERNATIVE:

VARIABLE	RAIL: 2.35	WATER: 2.01	TOTAL: 4.36
FULLY ALLOCATED	RAIL: 3.59	WATER: 2.24	TOTAL: 5.83

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net To
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	613	Barge	2.25
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.27
		TOTAL	2.52

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Agricultural Chemicals   TONNAGE (SHORT TONS) 3039

BEAR ORIGIN Louisiana, Missouri
U. U. Miss.   BEAR DESTINATION Memphis, Tenn.
M. Miss.

ALL RAIL:

VARIABLE: 4.95

FULLY ALLOCATED 6.51

ALL RAIL MILES 400

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 2.35 WATER: .80 TOTAL: 3.15

FULLY ALLOCATED RAIL: 3.59 WATER: .88 TOTAL: 4.47

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	502	Barge	1.14
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.12
		TOTAL	1.26

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Agricultural Chemicals

TONNAGE (SHORT TONS) 5650

BEAR ORIGIN Burlington, Ia.
U. U. Miss.

BEAR DESTINATION Burnside, La.
L. Miss.

ALL RAIL:

VARIABLE: 10.23

FULLY ALLOCATED 13.21

ALL RAIL MILES 874

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 3.67 WATER: 1.36 TOTAL: 5.03

FULLY ALLOCATED RAIL: 5.04 WATER: 1.55 TOTAL: 6.59

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Tor
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1172	Barge	1.96
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.26
		TOTAL	2.22

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 396

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Agricultural Chemicals

TONNAGE (SHORT TONS) 1467

BEAR ORIGIN Chicago, Ill.
Ill. River

BEAR DESTINATION Granite City, Ill.
L. U. Miss.

ALL RAIL:

VARIABLE: 3.89

FULLY ALLOCATED 5.08

ALL RAIL MILES 273

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 3.89 WATER: 0 TOTAL: 3.89

FULLY ALLOCATED RAIL: 5.08 WATER: 0 TOTAL: 5.08

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	343	Barge	1.81
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.20
		TOTAL	2.01

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 397

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Agricultural Chemicals

TONNAGE (SHORT TONS) 1413

BEAR ORIGIN Chicago, Ill.
Ill. River

BEAR DESTINATION Sheffield, Ala.
Tenn. River

ALL RAIL:

VARIABLE: 7.21

FULLY ALLOCATED 9.29

ALL RAIL MILES 571

LEAST COST ALTERNATIVE:

VARIABLE	RAIL: 4.01	WATER: 2.00	TOTAL: 6.01
FULLY ALLOCATED	RAIL: 5.23	WATER: 2.11	TOTAL: 7.34

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	822	Barge	3.30
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.41
		TOTAL	3.71

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 398

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Agricultural Chemicals

TONNAGE (SHORT TONS) 1176

BEAR ORIGIN Marseilles, Ill.
Ill. River

BEAR DESTINATION Louisville, Ky.
M. Ohio

ALL RAIL:

VARIABLE: 4.59

FULLY ALLOCATED 5.97

ALL RAIL MILES 336

LEAST COST ALTERNATIVE:

VARIABLE	RAIL: 4.59	WATER: 0	TOTAL: 4.59
FULLY ALLOCATED	RAIL: 5.97	WATER: 0	TOTAL: 5.97

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	798	Barge	3.23
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.37
		TOTAL	3.60

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 399

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Agricultural Chemicals TONNAGE (SHORT TONS) 1422

BEAR ORIGIN Joliet, Ill. Ill. River BEAR DESTINATION Avondale, La. L. Miss.

ALL RAIL:

VARIABLE: 10.53

FULLY ALLOCATED 13.48

ALL RAIL MILES 868

LEAST COST ALTERNATIVE:

VARIABLE	RAIL: 3.73	WATER: 1.42	TOTAL: 5.15
FULLY ALLOCATED	RAIL: 4.88	WATER: 1.62	TOTAL: 6.50

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1342	Barge	2.85
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.39
		TOTAL	3.24

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 400

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Agricultural Chemicals

TONNAGE (SHORT TONS) 5204

BEAR ORIGIN Granite City, Ill.
L. U. Miss.

BEAR DESTINATION Muscatine, Ia.
U. U. Miss.

ALL RAIL:

VARIABLE: 4.54

FULLY ALLOCATED 6.15

ALL RAIL MILES 267

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 4.54 WATER: 0 TOTAL: 4.54

FULLY ALLOCATED RAIL: 6.15 WATER: 0 TOTAL: 6.15

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	272	Barge	1.40
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.16
		TOTAL	1.56

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 401

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Agricultural Chemicals TONNAGE (SHORT TONS) 3007

BEAR ORIGIN Sheffield, Ala. BEAR DESTINATION Chicago, Ill.

Tenn. River Ill. River

ALL RAIL:

VARIABLE: 7,2k ALL RAIL MILES 571

FULLY ALLOCATED 9.29

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 4.01 WATER: 1.67 TOTAL: 5.68

FULLY ALLOCATED RAIL: 5.23 WATER: 1.86 TOTAL: 7.09

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	825	Barge	3.05
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.40
		TOTAL	3.45

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 402

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Agricultural Chemicals

TONNAGE (SHORT TONS) 1440

BEAR ORIGIN Ironton, Ohio
M. Ohio

BEAR DESTINATION Havana, Ill.
Ill. River

ALL RAIL:

VARIABLE: 5.68

FULLY ALLOCATED 7.45

ALL RAIL MILES 466

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 2.56 WATER: 2.29 TOTAL: 4.85

FULLY ALLOCATED RAIL: 3.39 WATER: 2.61 TOTAL: 6.00

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	970	Barge	3.04
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.42
		TOTAL	3.46

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 403

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Agricultural Chemicals TONNAGE (SHORT TONS) 1347

BEAR ORIGIN Helena, Ark.
M. Miss.

BEAR DESTINATION St. Paul, Minn.
U. U. Miss.

ALL RAIL:

VARIABLE: 11.04

FULLY ALLOCATED 14.23

ALL RAIL MILES 946

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 8.29 WATER: 1.43 TOTAL: 9.72

FULLY ALLOCATED RAIL: 12.57 WATER: 1.62 TOTAL: 14.19

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net To
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1133	Barge	4.00
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.58
		TOTAL	4.58

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Agricultural Chemicals

TONNAGE (SHORT TONS) 2808

BEAR ORIGIN Caruthersville, Mo.
M. Miss.

BEAR DESTINATION Chicago, Ill.
Ill. R.

ALL RAIL:

VARIABLE: 5.82

FULLY ALLOCATED 7.52

ALL RAIL MILES 476

LEAST COST ALTERNATIVE:

VARIABLE	RAIL: 4.01	WATER: 1.02	TOTAL: 5.03
FULLY ALLOCATED	RAIL: 5.23	WATER: 1.13	TOTAL: 6.36

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	649	Barge	2.60
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.33
		TOTAL	2.93

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 405

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Agricultural Chemicals

TONNAGE (SHORT TONS) 1293

BEAR ORIGIN Lake Charles, La.
W1GIWW

BEAR DESTINATION Dubuque, Ia.
U. U. Miss.

ALL RAIL:

VARIABLE: 13.89

FULLY ALLOCATED 17.86

ALL RAIL MILES 1204

LEAST COST ALTERNATIVE:

VARIABLE	RAIL: 5.04	WATER: 3.55	TOTAL: 8.59
FULLY ALLOCATED	RAIL: 6.79	WATER: 4.13	TOTAL: 10.92

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Tor
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1534	Barge	5.26
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.79
		TOTAL	6.05

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 406

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Agricultural Chemicals

TONNAGE (SHORT TONS) 2398

BEAR ORIGIN Lake Charles, La.
W1GIWW

BEAR DESTINATION Joliet, Ill.
Ill. River

ALL RAIL:

VARIABLE: 11.66

FULLY ALLOCATED 15.02

ALL RAIL MILES 1002

LEAST COST ALTERNATIVE:

VARIABLE	RAIL: 3.73	WATER: 3.55	TOTAL: 7.28
FULLY ALLOCATED	RAIL: 4.88	WATER: 4.13	TOTAL: 9.01

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1411	Barge	4.94
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.74
		TOTAL	5.68

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 407

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Agricultural Chemicals

TONNAGE (SHORT TONS) 1305

BEAR ORIGIN Beaumont, Tex. W2GIWW

BEAR DESTINATION Muscatine, Ia. U. U. Miss.

ALL RAIL:

VARIABLE: 12.32

ALL RAIL MILES 1063

FULLY ALLOCATED 15.87

LEAST COST ALTERNATIVE:

VARIABLE	RAIL: 4.01	WATER: 3.62	TOTAL: 7.63
FULLY ALLOCATED	RAIL: 5.23	WATER: 4.18	TOTAL: 9.41

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1421	Barge	4.82
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.72
		TOTAL	5.54

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 408

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Agricultural Chemicals

TONNAGE (SHORT TONS) 3820

BEAR ORIGIN Pascagoula, Miss.
E2GIWW

BEAR DESTINATION Pekin, Ill.
Ill. River

ALL RAIL:

VARIABLE: 8.91

FULLY ALLOCATED 11.54

ALL RAIL MILES 757

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 2.54 WATER: 2.85 TOTAL: 5.39

FULLY ALLOCATED RAIL: 3.37 WATER: 3.28 TOTAL: 6.65

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1152	Barge	3.74
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.54
		TOTAL	4.28

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Non-Metallic Minerals

TONNAGE (SHORT TONS) 1114

BEAR ORIGIN Ottawa, Ill.
Ill. River

BEAR DESTINATION St. Charles, Mo.
Missouri River

ALL RAIL:

VARIABLE: 2.71

FULLY ALLOCATED 3.92

ALL RAIL MILES 284

LEAST COST ALTERNATIVE:

VARIABLE	RAIL:	2.71	WATER:	0	TOTAL:	2.71
FULLY ALLOCATED	RAIL:	3.92	WATER:	0	TOTAL:	3.92

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net To
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	294	Barge	1.60
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.20
		TOTAL	1.80

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Non-Metallic Minerals

TONNAGE (SHORT TONS) 1549

BEAR ORIGIN Ottawa, Ill.
Ill. River

BEAR DESTINATION St. Louis, Mo.
U. U. Miss.

LL RAIL:

VARIABLE: 2.71

FULLY ALLOCATED 3.92

ALL RAIL MILES 284

EAST COST ALTERNATIVE:

VARIABLE RAIL: 2. 71 WATER: 0 TOTAL: 2.71

FULLY ALLOCATED RAIL: 3.92 WATER: 0 TOTAL: 3.92

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	234	Barge	1.38
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.16
		TOTAL	1.54

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 411

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Non-Metallic Minerals

TONNAGE (SHORT TONS) 2863

BEAR ORIGIN Chicago, Ill.

BEAR DESTINATION Houston, Tex.

Ill. River

W2GIWW

ALL RAIL:

VARIABLE: 9.02

FULLY ALLOCATED 13.27

ALL RAIL MILES 1154

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 2.71 WATER: 3.22 TOTAL: 5.93

FULLY ALLOCATED RAIL: 3.92 WATER: 3.68 TOTAL: 7.60

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Tor
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1593	Barge	4.42
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.65
		TOTAL	5.07

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 412

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Non-Metallic Minerals TONNAGE (SHORT TONS) X

BEAR ORIGIN Cumberland River BEAR DESTINATION U. U. Miss.

ALL RAIL:

VARIABLE: 3.59

FULLY ALLOCATED 5.24

ALL RAIL MILES 418

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 2.34 WATER: 1.19 TOTAL: 3.53

FULLY ALLOCATED RAIL: 3.56 WATER: 1.28 TOTAL: 4.84

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	408	Barge	1.75
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.20
		TOTAL	1.95

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 413

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Non-Metallic Minerals

TONNAGE (SHORT TONS) 1200

BEAR ORIGIN New Orleans, La.
L. Miss.

BEAR DESTINATION St. Paul, Minn.
U. U. Miss.

ALL RAIL:

VARIABLE: 9.62

FULLY ALLOCATED 13.89

ALL RAIL MILES 1269

LEAST COST ALTERNATIVE:

VARIABLE	RAIL: 5.52	WATER: 2.87	TOTAL: 8.39
FULLY ALLOCATED	RAIL: 7.93	WATER: 3.28	TOTAL: 11.21

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1723	Barge	5.55
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.83
		TOTAL	6.38

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 414

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Non-Metallic Minerals TONNAGE (SHORT TONS) 1400

BEAR ORIGIN New Orleans, La.
L. Miss.
BEAR DESTINATION Chicago, Ill.
Ill. River

LL RAIL:
VARIABLE: 6.91
FULLY ALLOCATED 10.06
ALL RAIL MILES 930

EAST COST ALTERNATIVE:
VARIABLE RAIL: 2.71 WATER: 2.87 TOTAL: 5.58
FULLY ALLOCATED RAIL: 3.92 WATER: 3.28 TOTAL: 7.20

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1373	Barge	4.15
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.62
		TOTAL	4.77

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Salt

TONNAGE (SHORT TONS) 1408

BEAR ORIGIN St. Louis, Mo.
L. U. Miss.

BEAR DESTINATION St. Paul, Minn.
U. U. Miss.

ALL RAIL:

VARIABLE: 5.52

FULLY ALLOCATED 8.28

ALL RAIL MILES 575

LEAST COST ALTERNATIVE:

VARIABLE RAIL: 5.52 WATER: 0 TOTAL: 5.52

FULLY ALLOCATED RAIL: 8.28 WATER: 0 TOTAL: 8.28

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	668	Barge	2.98
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.40
		TOTAL	3. 38

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 416

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Molasses

TONNAGE (SHORT TONS) 14544

BEAR ORIGIN St. Paul, Minn.
U.U. Miss.

BEAR DESTINATION St. Louis, MO
L.U. Miss.

LL RAIL:

VARIABLE: 8.29

ALL RAIL MILES 575

FULLY ALLOCATED 10.65

EAST COST ALTERNATIVE:

VARIABLE RAIL: 8.29 WATER: 0 TOTAL: 8.29

FULLY ALLOCATED RAIL: 10.65 WATER: 0 TOTAL: 10.65

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	668	Barge	1.78
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.26
		TOTAL	2.04

REMARKS:

EXPLANATION OF REFERENCE MARKS

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TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Molasses | TONNAGE (SHORT TONS) 15327

BEAR ORIGIN St. Paul, Minn | BEAR DESTINATION Baton-Rouge, La.

U.U. Miss. | L. Miss.

ALL RAIL:

VARIABLE: 17.85

FULLY ALLOCATED 20.32

ALL RAIL MILES 1259

LEAST COST ALTERNATIVE:

VARIABLE	RAIL:	8.29	WATER:	1.93	TOTAL:	10.22
FULLY ALLOCATED	RAIL:	12.57	WATER:	2.14	TOTAL:	14.71

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1698	Barge	3.54
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.55
		TOTAL	4.09

REMARKS:

EXPLANATION OF REFERENCE MARKS

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Cost Sheet 418

TRAFFIC SURVEY

COST ANALYSIS

COMMODITY Molasses

TONNAGE (SHORT TONS) 30089

BEAR ORIGIN Baton Rouge, La.
L. Miss.

BEAR DESTINATION St. Paul, Minn.
U.U. Miss.

L RAIL:

VARIABLE: 17.04

FULLY ALLOCATED 19.35

ALL RAIL MILES 1259

AST COST ALTERNATIVE:

VARIABLE	RAIL:	8.29	WATER:	3.17	TOTAL:	11.46
FULLY ALLOCATED	RAIL:	12.57	WATER:	3.58	TOTAL:	16.15

RIVER ROUTE (Barge, Barge-Rail or Truck)

	Miles	Mode	Cost per Net Ton
CHARGE TO RIVER			
HANDLING AT RIVER ORIGIN			
LINE-HAUL CHARGE	1698	Barge	5.85
HANDLING AT RIVER DESTINATION			
CHARGE EX RIVER			
OTHER			.87
		TOTAL	6.72

REMARKS:

EXPLANATION OF REFERENCE MARKS

1	6
2	7.
3	8
4	9
5	10

Cost Sheet 419

BOUND BY
HNM

UNIVERSITY OF ILLINOIS-URBANA
627.8 UN32LU C002 v.3
Locks and dam no. 26 (replacement) uppe
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